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The Hongkong Telegraph

FOUNDED 1861 六拜禮 號四十月一英港香 SATURDAY, JANUARY 14, 1928. 日二十月二十

Bulck for 1928 introduces a higher standard of beauty and luxury than the world has ever known in cars of moderate price. Bulck interiors are as modish as exquisite drawing-rooms—as harmoniously colored—and as comfortable. Bulck's new Fisher bodies are low-slung without loss of headroom or road-clearance.

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BANK OFFICIALS.

CANTON NOW SEEKS EXTRADITION.

MILLION DOLLARS INVOLVED.

The charge against Wong Chung-chi, former Commissioner of Finance at Canton, and Chin Pok-shan, the Chief Manager of the Central Bank during the "Iron-side" regime, of being in unlawful possession of a lakh of dollars, has been withdrawn, and in its place, an application for extradition of the accused to Canton, on a criminal charge said to involve a million dollars, has been substituted. The Government of General Li Chai-sum is cited as a "private" complainant.

Such was the gist of this morning's proceedings at the Central Police Court, when the accused were again brought before Mr. R. E. Lindell, after a remand of twenty-four hours on bail.

No New Action.

In announcing the change of procedure in the case, Mr. T. H. King, Director of Criminal Intelligence, said:—The police takes no new action because the new charge covers the grounds of the original charge. The prosecution now rests with Mr. H. G. Sheldon (who appears under instructions from Messrs. Deacons for the present Canton Government).

His Worship:—I understand these two men have been re-arrested under the Extradition Ordinance or to be tried under the extradition warrant issued last night. I understand the police charge has been withdrawn.

The original charge was accordingly struck out, and the two accused were remanded that they stood to be tried under an application for extradition from the present Canton Government.

The Bail Question.

Mr. Sheldon, in stating that he was appearing for the Canton Government, made an application that the defendants be remanded, without bail. In effect, he applied that the bail of \$100,000, previously granted jointly to the defendants be withdrawn also.

Mr. Jenkin:—Without bail? That is an unusual procedure. Replying to his Worship, Mr. Sheldon said he was applying for a remand in police custody, for three days.

It was later explained to Mr. Jenkin that this was the extreme limit by which the accused could be remanded under the heading of police custody.

Mr. Jenkin said he failed to see how, being based on the original charges, a different set of circumstances could have arisen to warrant this application from the prosecution.

Million Dollars.

Mr. Sheldon submitted that originally they were concerned with only \$100,000. Now it was a million dollars that was involved and on which the present extradition proceedings were based. He submitted that the question of only \$100,000 was in his Worship's mind when he granted bail in that amount. Alternatively, Mr. Sheldon submitted that if the Court granted bail, it should be increased from the original amount.

Mr. Jenkin said that the original charge was merely to give the police time to reconsider the position and to await the arrival of the requisition. That requisition having now arrived, he saw no substantial change in the facts to warrant bail being withheld.

\$250,000 Bail.

Later, as Mr. Lindell acceded to the application and fixed bail in the additional sum of \$250,000, making \$250,000 in all for the two defendants, Mr. Jenkin said it was a hardship for the two men to get bail on this Saturday morning and to retain their liberty until Monday. It was equally difficult for them to find sureties. He submitted that the charges were nebulous, and had not shown an improvement over the information originally received by Sergeant Rozensky, although the Canton

CHINA MERCHANTS SHIPPING.

TEMPORARY SUSPENSION OF SERVICE.

A SHANGHAI REPORT.

Shanghai, Jan. 13. Owing to discontent and unrest that has arisen among the sailors and firemen employed on vessels operated by the China Merchants Steam Navigation Company owing, it is stated, to their pay being two or three months in arrears, the coastal service has been temporarily suspended.

Men who have previously been in the employ of the company and were recently discharged are said to be fostering the dispute. *Naval Wireless.*

Other Items.

Jehang, Jan. 12. Generals Yang Sen and Loh Tipping have come to an arrangement by means of which the former's 20th Army is being withdrawn and its place is being taken by the latter's 2nd Army. *Naval Wireless.*

Hankow, Jan. 12. A rumour has gained currency that General Li Chung-yen is going to Jehang. *Naval Wireless.*

Wuhu, Jan. 12. There is nothing untoward to report and the position remains uncertain. *Naval Wireless.*

FUNERAL OF THOMAS HARDY.

HEART TO BE BURIED AT STINFORD.

London, Jan. 13. The late Mr. Thomas Hardy's heart will be buried in the churchyard at Stinford, Dorset, and his body at Westminster Abbey, it is learned to-day. The step is being taken out of regard for the many relatives of the famous novelist, who are disappointed at the fact that Hardy's personal wish will not be respected, namely, that he should be buried at Stinford (the Mellstock of his Wessex novels) where his father, mother and first wife are interred. *Reuter.*

Next to Dickens.

London, Jan. 13. It is stated officially that the remains of Thomas Hardy, which will be buried in Westminster Abbey on Monday afternoon, will lie next to those of Charles Dickens. *British Wireless.*

Government in the meantime had made it a million.

The defendants knew that the ultimate result of whatever proceedings that would be taken would be their dispatch back to Canton and into the hands of what Mr. Jenkin characterized as an "unfriendly faction." They had known this from the start and yet again and again they had appeared in the Court, making no attempt to jump their bail.

Mr. Sheldon was obdurate in his opposition to bail, which caused Mr. Jenkin to remark:—Well, I am glad we are starting in a friendly way. I don't know how it will all end.

Then, noticing a large sheaf of documents which Mr. Sheldon had before him, Mr. Jenkin further commented:—I notice these documents before my friend. They bear a large red-clip on them. I don't know what they are all about, or what they have to do with the case.

Mr. Jenkin expressed the hope that he would be enlightened on certain points on which they wanted information at the next hearing.

Original Bail Decided On.

His Worship ultimately decided to revert to the original bail of \$50,000 jointly for both men. There was a discussion in regard to the date of the next remand, it being conceded that Chinese witnesses would be reluctant to come from Canton during the New Year festival.

It was at length agreed to fix the next hearing provisionally for next Friday afternoon, when the case would be reconsidered after certain official documents had been satisfactorily proved.

SOLDIER KILLED.

TERRIBLE TRAGEDY AT POKFULUM.

SIX-WHEELER SMASH AT NIGHT

Meagre details of the tragic death of a British soldier of the Royal Army Service Corps, were contained in a police report issued this morning. Full particulars were not obtainable, as the police were still conducting their enquiries, taking statements from those concerned.

The information issued merely contains the bare facts of an accident in which Charles William Begley, aged 27, a native of London, who was driving an R.A.S.C. ambulance near the Dairy Farm late last night, lost his life as the result of the vehicle running over the embankment, the driver being thrown out and fatally injured.

It appears that at about 10 o'clock last night, Driver Begley was driving one of the Service Corps motor ambulances, a six-wheel Morris lorry, down the steep incline near the Dairy Farm premises at Pokfulum, when, according to the police, he lost control of the vehicle.

Vehicle Overturns.

Exactly how far the lorry travelled down the hill uncontrolled before it ran over the bank is not known, but when found the vehicle had completely overturned, the driver's head being pinned under the petrol tank.

The discovery was made by a coolie who was walking along the road, and a Police Sergeant on duty in the vicinity was shortly afterwards informed of the tragedy. The local authorities were notified and the body was later brought in from Pokfulum.

HOME APPOINTMENTS.

NEW SECRETARY FOR MINES.

London, Jan. 13. His Majesty the King has approved the following appointments: Major Sir George Hennessy to be Treasurer of His Majesty's Household, vice the Right Hon. G. A. Gibbs, who has been created Lord Wraxall.

Major William Cope to be Comptroller of the Household, vice Major Sir Harry Carnston.

Mr. F. C. Thomson to be Vice Chamberlain of the Household, vice Sir George Hennessy.

Mr. N. G. Williams to be Parliamentary Secretary of the Board of Trade, vice Sir Burton Chadwick, resigned.

Commodore N. Douglas King to be Secretary for Mines, vice Col. the Right Hon. Lane-Fox, resigned.

Mr. A. Duff Cooper to be Financial Secretary to the War Office, vice Commodore King.

Mr. F. A. Penny (formerly of Singapore) and the Marquess of Titchfield to be Junior Lords of the Treasury. *British Wireless.*

ENDURANCE FLIGHT RECORD.

TRANSATLANTIC AIRMAN'S ATTEMPT.

New York, Jan. 13.

A message from Roosevelt Fields says that Clarence Chamberlin, the aviator of New York-Germany non-stop flight fame, is slowly circling Long Island in a Ballanca monoplane in an endeavour to regain the world's endurance flight, which was wrested from him by the German flier Ristat at Dessau, who remained in the air for 52 hours 11 minutes 8 seconds. *Reuter's American Service.*

The Supreme Court has approved the appointment of Mr. Sheikh Abdool Sefere to be a Trustee of the Mosque and Guardian of the Mahomedan Cemetery vice Mr. Sheikh Ackbar, resigned.

TO-DAY.

Dollar on demand 2/- 9/16.
Lighting-up 5.59 p.m.

AMERICA'S NAVAL PLANS.

U.S. PARTY NEWSPAPERS OPPOSED.

"COMPETITIVE BUILDING."

New York, Jan. 13.

Commenting on Mr. Curtis Wilbur's outline of the naval construction programme, the Democratic newspapers, the *World* and the *Times*, both anticipate a naval armaments race between England and America.

The *Times*, however, express the opinion that as President Coolidge and Congress are both opposed to competitive building, there is reason to believe that Congress will not commit the country to an unrestricted building programme.

On the other side, the Republican organ, the *Herald-Tribune*, accepts Mr. Wilbur's assertion that the United States is building only up to her own needs and argues that the present programme if adopted will not give the United States parity with England under the 5-5-3 Washington Conference ratio, but would merely save the United States from permanent inferiority. *Reuter's American Service.*

A Correction.

Washington, Jan. 13. Mr. Wilbur corrected his statement before the Naval Committee and estimated the cost of the proposed twenty-year battle-ship construction programme to be \$129,000,000 annually and not \$168,000,000, thus aggregating \$2,500,000,000.

Previously a member of the committee asked whether Mr. Wilbur considered the American Navy at the present time a first class fighting force.

"We need cruisers," replied Mr. Wilbur. "Then you consider the Navy not first class?" queried the member. "Yes," answered Mr. Wilbur. *Reuter's American Service.*

THE PRAYER BOOK REVISION.

BISHOPS AGREE ON MORE CHANGES.

London, Jan. 13.

After a three days' meeting of Bishops at Lambeth Palace to discuss the course to be taken following the House of Commons' rejection of the new Prayer Book, it is officially announced that the House of Bishops has agreed upon a measure for introduction to the National Church Assembly forthwith which will contain such changes as may tend to remove misapprehensions and make clear and more explicit the intentions and limitations of the original measure.

It is hoped that the new measure will be in the hands of the members of the Church Assembly and available for the public by January 21st. *Reuter.*

OUTLAWING WAR.

"ANOTHER AMERICAN NOTE."

London, Jan. 13.

The United States Embassy in London to-day conveyed to the Foreign Office, for the information of the British Government, a copy of a further Note sent on Wednesday by Mr. Kellogg, United States Secretary of State, to the French Ambassador in Washington in continuance of the Franco-American correspondence on the subject of the proposed multilateral treaty for the renunciation of war as an instrument of policy. *British Wireless.*

INDIAN LOAN.

UNDERWRITING ARRANGED IN LONDON.

London, Jan. 13.

Underwriting was arranged to-day for an Indian Government loan of \$7,500,000 in 4½ per cent. stock, to be issued at 91½. The redemption dates are 1928 to 1963. *British Wireless.*

TRAIN HOLD-UP.

ON CANTON-KOWLOON RAILWAY.

PASSENGERS KIDNAPPED.

Details are to hand of a train hold-up in the vicinity of Namkong Station on the Canton-Kowloon Railway on Thursday.

According to a Canton report, some time ago a notorious gang of bandits at Cheung Pang village, in the Tunkun District (which is situated on the Chinese section of the railway) declared that before the Chinese New Year they would attack and rob one of the trains, and it is now believed that this must be the band which attacked Thursday's slow train to Canton.

Boarded as Passengers.

As to the details of the attack, it appears that about thirty passengers boarded the train at Namkong Station, and these included many bandits disguised as ordinary travellers. Some were in long coats while others had short jackets on, and they all congregated on the coach nearest the engine. Soon after the train left the station, the engine-driver and fireman were completely surprised when the bandits quietly clambered on to the locomotive, and displaying pistols, ordered the driver to slow down. The bandits then proceeded to ransack the train and rob the passengers.

It is stated that when the bandits were searching the first coach the passengers, in the next one were completely ignorant of the fact, as the train was moving slowly and there was no firing of shots. It was only when the robbers appeared and ordered the passengers to submit to a search at the pistol point that they realised that the bandits had captured the train.

Passengers Kidnapped.

The search was quietly but systematically made. After each coach had been subjected to a search, one of the robbers would be left behind to act as guard, keeping the passengers quiet.

When the bandits completed their work, a signal was given and those guarding the driver and fireman ordered them to stop the train. All the robbers then rushed out, taking with them the booty and kidnapping some passengers, whose number cannot be ascertained at present.

As the bandits operated in all sections of the train, their exact number is not known, but it is said that they were well equipped with arms. The total loss of the passengers is not believed to be more than a thousand dollars at the most, as they are people of the poorer class. About \$1,000 belonging to the railway was also taken away by the bandits.

"When the train arrived at Canton at nine o'clock, it was already known that there had been a hold-up between Namkong and Wo-chung Stations, and a large detachment of soldiers was immediately despatched by special train to pursue the robbers.

Since the occurrence, Mr. Tang Yin-wah, the new Chief of the 5th Army, has ordered the soldiers on the Chinese section of the railway to maintain a vigilant look-out.

THAMES FLOODS.

RELIEF FOR SUFFERERS.

London, Jan. 13.

The British Legion has subscribed £10,000 for the relief of ex-servicemen suffering from the London floods. The Lord Mayor's fund amounts to £16,000 and Mayor of Westminster's fund to over £18,000. *British Wireless.*

FINE WEATHER.

OBSERVATORY FORECAST.

The weather forecast up till noon to-morrow, issued by the Royal Observatory this morning, states: "Northerly winds, moderate; fine."

Bulls and Inners

From the Office Butts.

Mr. Seth "having" entered a motor car cleaner, driving a "Harlene" and "Tatcho" in the Derby, there should be some hair-raising returns.

The proper reply, when requested to hire a car, is "Cut it out." As Mr. Tim Healy remarks, the good feeling between England and Ireland has been Dublin lately.

Retirement to the Seychelles has its points now that it is to be a land of Honey.

A stray bat from the belfry: "Why can't you tie an elbow?" Chinese disorders lessen Chinese orders.

Reference by the *China Mail* to "Kid Boats" suggests that the days of the mystery ships have not yet passed. A contemporary, referring to people who go on "picnics and motor ships," advises them to walk on the pavement. Should this not read the boardwalk?

Many of those who attended the lecture on "The Spirit of America," were disappointed at not being told how it was brewed at home.

Since Poirot said that American women "had thick knees and homely backs, there is expected to be a boom in male dress-making."

Many St. George's were unable to kill the drag on from the night damp Mr. Braga before.

According to the Theosophists, we are all gods, in exile—little tin gods? The man who saw a red and green dragon crossing Statue Square early on Saturday morning last, was quite sure it was genuine. By George he was!

The trouble about these Nicaraguan rebels, it appears, is that they can fight.

Spying out asteroids has its drawbacks, inasmuch as they may comet across you.

A new steam shovel can dig up several tons of earth a minute. This only maddens some of our Fanling golfers.

Many London people recently waited twelve hours to see "Oh, Kay." Oh, Queue! See?

Hongkong pedestrians are always up to some dodge or other.

The Rev. Mr. Swann has been inducted.

"The House of David" has been established in Hongkong.

The latest combine suggests that the big chocolate producers are beginning to nestle together.

According to a contemporary, the Observatory forecasted "some drizzle or rain" for last Sunday. We appear to have had the former.

Marshal Chiang Kai-shek is attempting to extend his balliwick in Chekiang. Some others are also trying hard to get their balls whack.

"Yangtze Moves," says the *Telegraph*. The Thames followed.

An American visitor describes Hongkong as "one of the wettest places I've ever visited." He can't have heard of our water shortage.

"Adam and Eve sold for \$70,000" says a Home headline. Some apple!

Anticipated reply of the Sanitary Board to certain questions on whitewashing tenements: "Is lance near at hand when the that Tao?"



"Well, old chap, I hope you have a happy married life!" "I don't see why I shouldn't. I came through the war without a scratch!"

Strauss the composer was in a train smash recently. A symphony with several new instrumental effects is expected shortly.

The Nationalists are waiting on Chiang Kai-shek's moves; we read. Here is a chance for the Kowloon Chess Club to tender advice in the interests of peace.

It takes more than water to make Mr. Braga.

According to Chinese omens, fortune lies in the East this year. It was just as untrue last year.

Nanking demands the surrender of the seven Irene pirates. Application appears to have been made in the wrong quarter.

This poultry plague in Canton must be a foul nuisance.

England's claim to aerial supremacy appears to be supported by a lot of gas bags.

Taipei railway station has received a new Chinese calendar. Otherwise, crime in the district is normal.

"Teddy Baldock Feeling His Feet," says a Post headline. With most boxers, it's the nose.

Reporting the admission of a new lawyer, a contemporary states he had been certified "fitted to be a solicitor." We trust his firmness include a few shock absorbers.

A contemporary says the "Ironside" have decided to wheel eastwards. Their loot, possibly.

"Reader!"—The reappearance of familiar headgear has nothing whatever to do with the rising market.

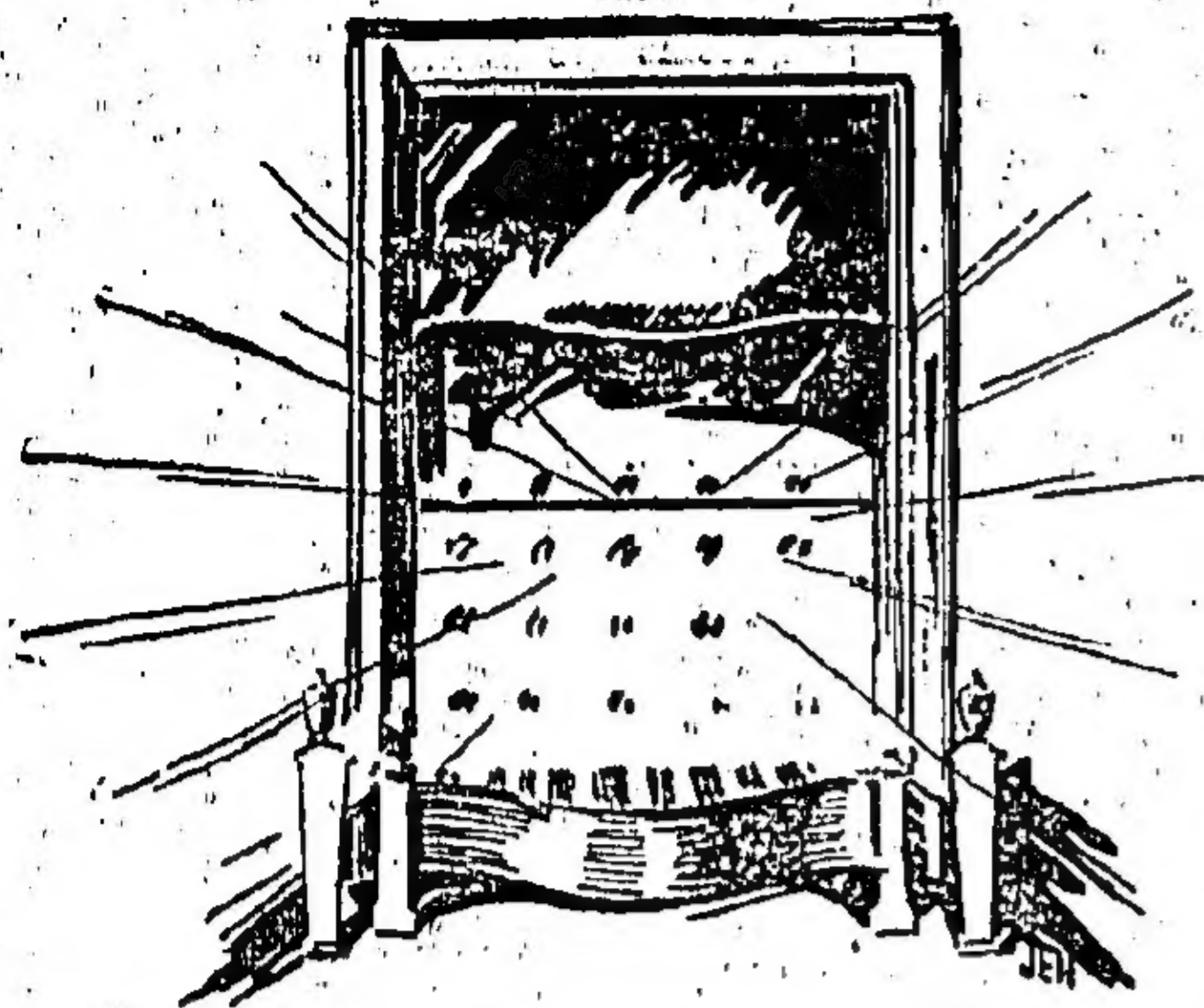
A flying club for Hongkong will be all right so long as it isn't one of those things that pop out of a gymnasium window and hits you on the head.

"Canton swarms with men who live by their wits," says a correspondent. He must mean mits.

Reference to the water shortage, while the rich sprinkle their lawns, what about the rights of the poor?

"Quack Shoeks" is a headline in a contemporary, relative to the Nairobi earthquake. This sort of thing plays ducks and drakes with one's nerves.

"Escape of Gas in Kowloon: Three Hospital Cases," says the *Telegraph*. This suggests the advisability of having the ambulance near at hand when the K.R.A. holds its annual meeting.



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4105 (7) BUCKINGHAM PALACE. (8) POLITENESS. (9) THE THREE FOXES. (10) BROWNIE.
4106 (11) MARKET SQUARE. (12) THE CHRISTENING. (13) LINES AND SQUARES.
4107 (14) SPURVE. THE KING'S BREAKFAST.

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Hongkong.

HONGKONG ESTATES.

THE LATE MR. T. W. HILL AND M. J. REX.

Mr. T. W. Hill, late of the Sanatorium Altein, Arosa, Switzerland, who died intestate on August 27 last year, left Hongkong estate to the value of \$14,500 and his net English estate amounts to £18,342.

Re-sealing of letters of administration has been granted to Mr. D. J. Lewis of Messrs. Johnson Stokes and Master, who is the attorney of Mrs. R. T. Hill, widow, 10 Kensington Gardens, Middlesex, and Mr. G. A. Richardson, merchant, Billiter Square Buildings, London.

Hongkong estate to the value of \$22,600 was left by Mrs. M. J. Rex, widow, late of 33 Langbourne Mansion, Highgate, Middlesex, who died at 462 Upper Richmond Street, Richmond, Surrey, on January 24 last year.

Re-sealing of probate has been granted to Mr. G. C. N. Tinson, of Messrs. Johnson Stokes and Master, who is the attorney of Mr. A. M. Rex, and Miss P. M. Rex, son and daughter, both of "Brabourne," Bencan Way, Banstead, Surrey, who are the executors. The bequests are of a family nature.

STOLEN CAR.

CHINESE SENT TO GAOL.

At the Central Magistracy yesterday, three months' hard labour was imposed by Mr. R. E. Lindsay on a Chinese who was found guilty of the theft of a car from the Wan Ho Tin Garage at Canton.

The car was brought to Hongkong about a month ago from Canton by the Tung On and, according to a representative of the Dragon Garage, the accused ordered the garage to land the car and effect the necessary repairs.

The car was in a condition which could be literally said to be beyond repair. It was taken down to the Dragon Garage, where it has remained ever since its arrival despite the fact that defendant had requested the Garage to carry on with the work.

The defendant pleaded that he was acting for a friend whose address he had earlier given to the police. The police, however, informed, his Worship yesterday that the persons named by defendant could not be found.

The Magistrate expressed the view that he was satisfied that the defendant knew the car was stolen and he accordingly passed sentence as stated above.

MONASTERY LOOTED.

NINETEEN NUNS LOCKED UP BY THIEVES.

A lone Chinese monastery at Shatin, New Territories, was attacked by armed robbers early yesterday morning and completely looted the assailants making good their escape with several hundred dollars.

This monastery, Po Ling Tung, is well-known among the Chinese. It is situated on a hill not far from the railway station. There were nineteen Chinese women there when the bandits, armed with daggers broke inside. Some of the women were tied up by the robbers who locked up all the nineteen women in one room. All the belongings and clothing which the bandits considered to be of value were carried away. The robbers, eight in number stayed in the monastery for about an hour.

ST. DAVID'S SOCIETY.

REVIEW OF THE YEAR'S ACTIVITIES.

The annual general meeting of St. David's Society of Hongkong (Cymdeithas Dewi Sant) was held in the office of Mr. D. J. Lewis at Messrs. Johnson Stokes and Master, last evening, and was attended by a fair number of members.

The report of the Committee for the past year was read by the Chairman, and was as follows:

At the last annual general meeting, held on the 14th January, 1926, it was decided that St. David's Day, 1927, should be celebrated by a dinner to be held that evening and by the laying of a wreath on behalf of the Society on the Cenotaph during the morning.

The dinner, which was attended by 25 members and 51 guests, was a most successful evening, but the Committee hope that in this and subsequent years the proportion of members to guests will be higher.

At the same meeting the Committee were empowered to make such alterations in the rules of the Society as they should think fit, and the amended rules having been drafted were laid before the Committee at a meeting held on the 27th January and approved. Copies of the new rules were subsequently circulated to members. Under those rules provision was made for the election of life members upon payment of \$25.00, and during the year the following have become life members: The Hon. Mr. H. Owen Hughes, Mr. E. C. Thomas.

At the last annual general meeting it was also decided to alter the Society's year for financial and other purposes to the calendar year.

New Members.

During 1927 the following have joined the Society:

Mrs. C. Grey, Mr. J. Wynn Williams, Mrs. L. Price Richards, Mr. and Mrs. F. White, Mrs. E. Fredericks, Mr. D. W. Phillips, Mr. C. A. Elkins.

The Committee record with regret the departure from this Colony and consequent resignation of Dr. W. Leslie Thomas and Commander R. D. Williams, R. N. R., both of whom were members of the Committee and active supporters of the Society. Dr. Thomas having been appointed Vice-President for the past year.

The Hon. Secretary has received a letter from Mr. Thomas expressing his good wishes for the welfare of the Society and his desire to become a life member thereof.

The Committee regret that it has not been possible during the past year to arrange for any further activities of the Society beyond the dinner already referred to. Arrangements were in course of preparation for a concert to be given by the Society in conjunction with the Welsh Regiment who were for a time stationed in the Colony. Unfortunately the Welsh Regiment were transferred to Shanghai and it was not considered feasible for the Society to hold the concert without their assistance.

Activities of the Society.

The Hon. Secretary has been in correspondence with the Librarian of the National Library of Wales who has requested records of the meetings and activities of the Society be forwarded to him for preservation in the library. This has been done.

Mr. Harry Owen Hughes was appointed as the Society's representative on the Committee of the General Charities Organization and attended meetings of that

MING YUEN GARDENS.

SOLD FOR \$110,500 BY PUBLIC AUCTION.

The old Ming Yuen Gardens were sold by public auction yesterday afternoon for \$110,500, the purchaser being Mr. Chan Lun. The property was sold at the sale rooms of Messrs. Lammer Brothers.

The Gardens, which are situated on Inland Lot No. 1, 705 North Point, cover an area of 207,900 square feet and were, up till a few years ago a very popular resort for the Chinese, being run on the same lines as the Lee Gardens.

The lot was put up at \$100,000. Mr. Chan Lun offering the first bid of \$500. The second bid was one of \$9,500 and took the price to \$110,000, when, with a further bid of \$500, Mr. Chan Lun became the net owner.

The property leased for 999 years, was sold subject to an agreement dated February 2, 1924, made between Sir Catechick Paul Chater, the Canton-Hongkong Ice and Cold Storage Company, Limited, and the Hongkong Brewery Company, Limited, and to the water and other rights therein mentioned.

RUBBER AND MINING.

LATEST QUOTATIONS AND DIVIDENDS.

Messrs. Carroll Bros. have been advised of the following quotations and dividends on Rubber and Mining shares:—

Quotations.

Allenbys	3.20
Glenaglyns	3.00
Jimahs	2.70
Kedahs	4.25
Malaka Pindas	2.60
Panjams	2.60

Dividends.

Hitam, 5% 1st Int.	
Kuala Sawah, 4% Interim.	
Perak River Valley, 5% Final (Mkt. 15%).	
Perak River Valley, 5% 1st Int.	
Telok Kruin, 5% Final (Mkt. 15%).	
Telok Kruin, 7 1/2% 1st Int.	

SANDSTORM.

SEVENTY-FIVE KILLED IN RUSSIA.

Moscow, Jan. 13. Seventy-five were killed in a sandstorm on the steppe near Almaata, formerly Vernyi.—*Reuter.*

body on behalf of this Society. The Committee received an enquiry from the Captain Superintendent of Police who is Chairman of the General Charities Organization, enquiring whether the Society could guarantee financial assistance to the Organization, to which a reply was sent stating that owing to the limited size of this Society, we could not guarantee any subscription, but that in any particular case of assistance being required for a person of Welsh nationality we should be glad to receive and consider any application for such assistance which he cared to lay before us. The report was unanimously adopted.

Election of Officers.

Officers for the ensuing year were elected as follows:

President: Mr. E. I. Wynne Jones.

Vice-President: Capt. R. D. Thomas.

General Committee: Mrs. Hooper, Messrs. D. Davies, R. R. Davies, D. W. Phillips, E. C. Thomas, D. M. Richards and F. White.



Hawaii

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Want something different for your next vacation? There's novelty aplenty in this Paradise. Boulevards of flowering trees...fragrant blossoms...luscious tropical fruits...bewitching melodies of the southern seas...coral palms...moonlight...

Summer is particularly delightful. Tradewinds...pleasant days...cool nights. Fresh vegetables, meats and milk; sparkling pure artesian water.

Arrange to stop off at Honolulu for at least a fortnight. Take delightful inter-island cruises to volcanic wonderlands; to painted canyons. Race the waves in great outrigger canoes; cruise among enchanted islands; golf on a dozen verdant courses; enjoy out-door sports which prevail through every season. Ample hotels with rates to suit any purse. Prices range from \$2.50 to 15.00 (Gold) per day, with meals. Many miles of good motor roads. And for stop-over passengers there are frequent steamers from Honolulu to the Pacific Coast.

For more details ask your nearest steamship or travel agency and write NOW for a beautifully colored and illustrated booklet, "The Story of Hawaii" and our monthly "Tourfax" bulletin.

(Please enclose this ad with your letter.)

HAWAII TOURIST BUREAU

Dept. 8 P. O. Box 296, Shanghai, China.

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SHIPBUILDING MATERIALS, SHIP CHANDLERS
HARDWARE MERCHANTS.

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LEADLESS WHITE OF THE HIGHEST GRADE

FIREPLACES NEAT DESIGNS & HARMONIOUS COLORS

SOLE AGENTS

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SALESMAN SAM

Now You Know

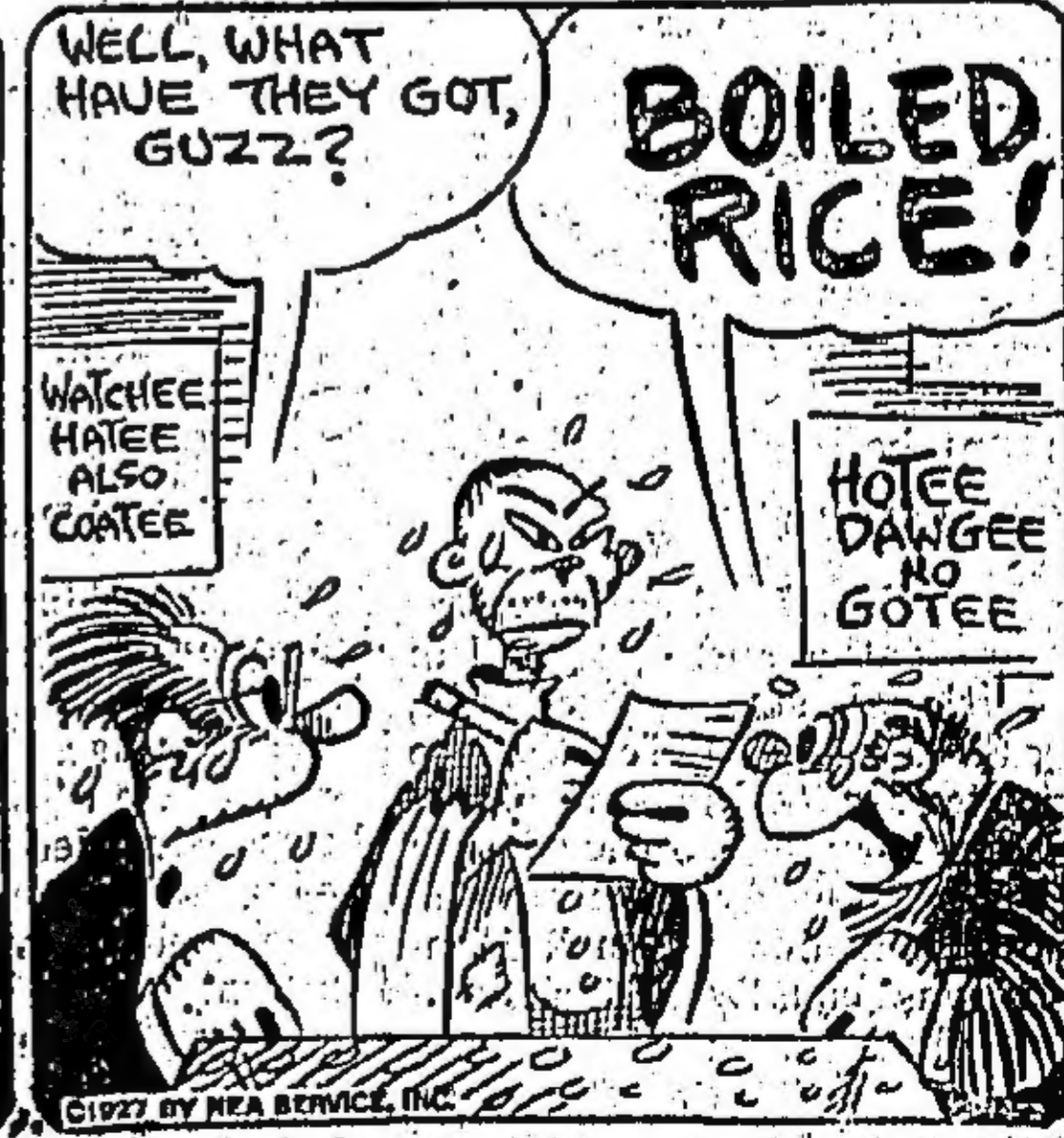
By Small

Lung trouble

can often be avoided by the timely use of SCOTT'S Emulsion which is widely prescribed in all affections of the throat and chest. Ask for



SCOTT'S Emulsion
The protector of life

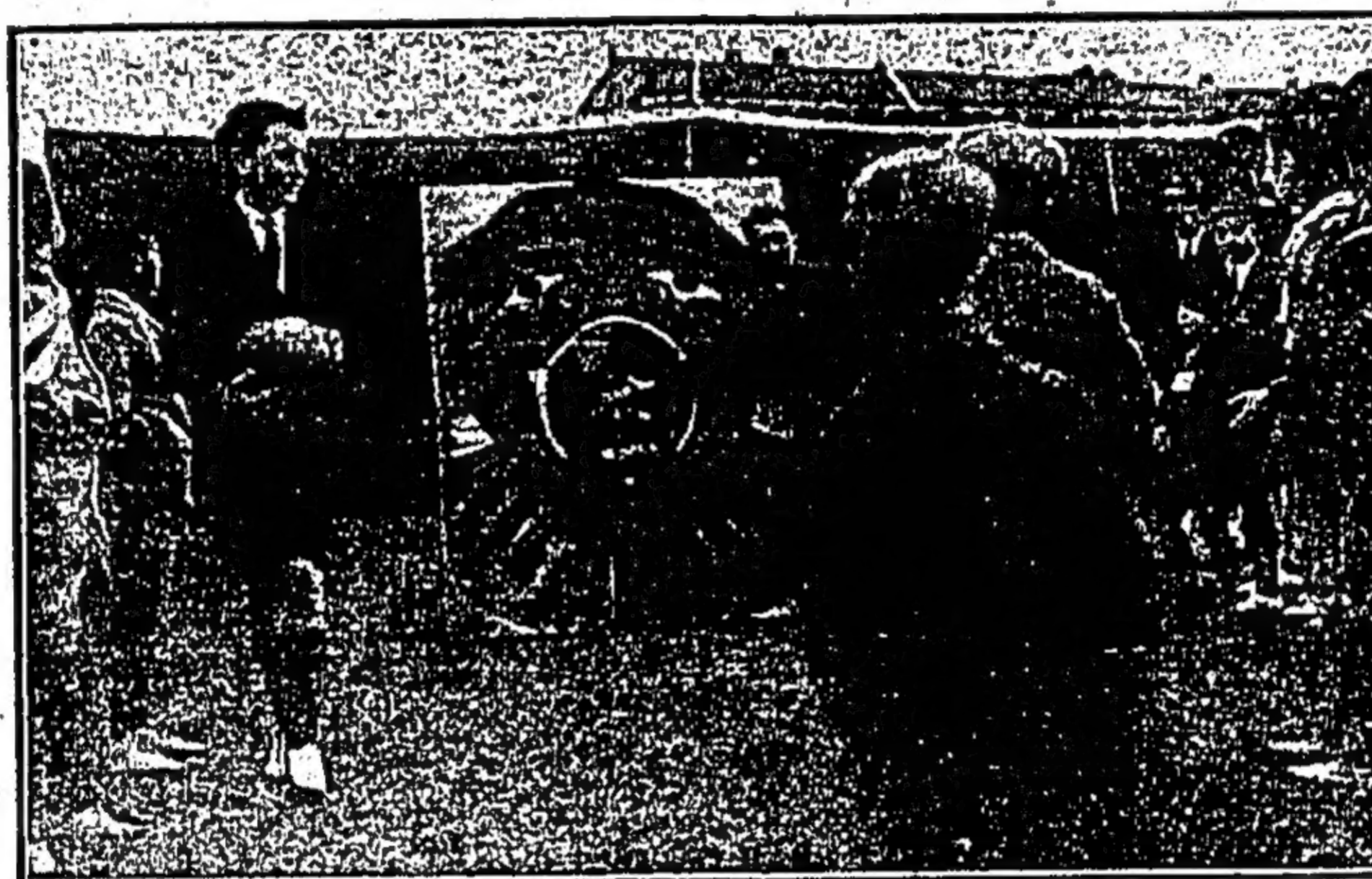




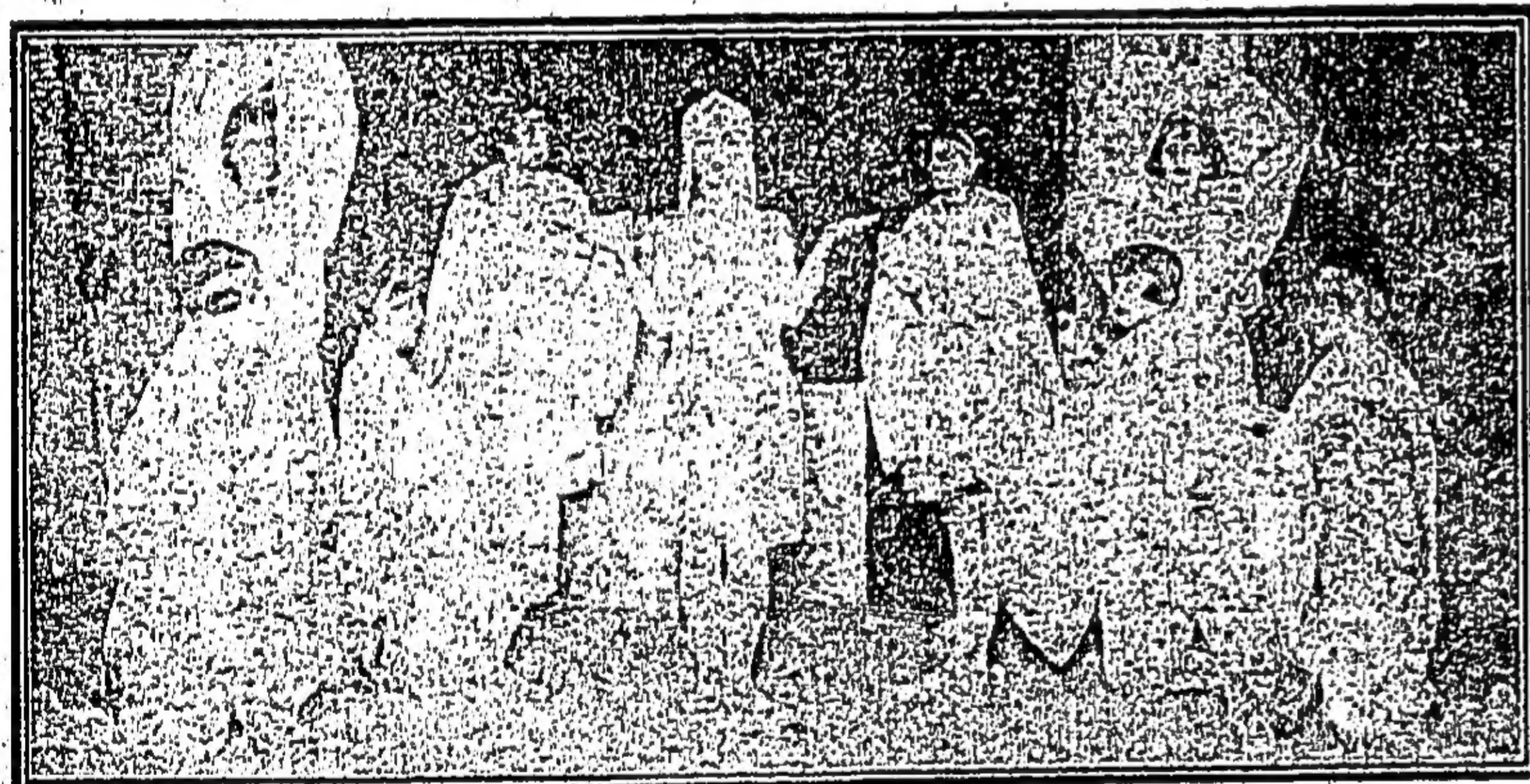
Group photograph taken at St. John's Cathedral, on Saturday last, at the wedding of Mr. W. K. Way, of the Dollar Steamship Line, and Miss Lena P. McKenzie. (Photo: Ming Yuen).



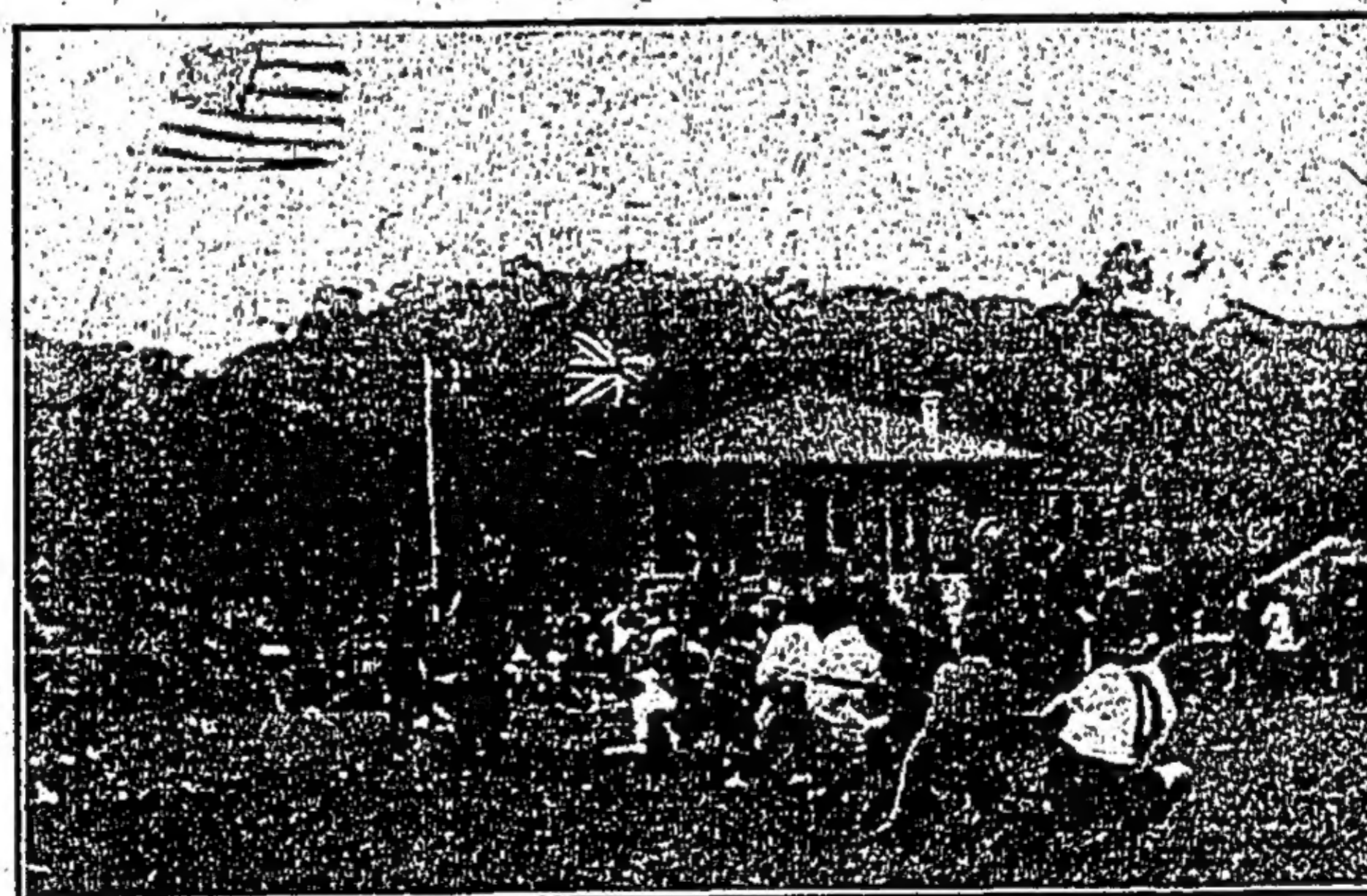
Mr. and Mrs. Kai Ma (of Hongkong) with their three-months-old baby, which was the first Chinese infant ever to be christened in St. Paul's Cathedral, London.



The above two pictures were taken at the Children's New Year Sports, held at the K. C. C. On the left is seen the girls' skipping competition, while on the right is the goal-scoring sport provided for the boys. (Photos: Ah Leung Studio).



The Fire Priestesses' dance scene from the ballet executed by Mmes. E. Anderson, T. Vassiliev, G. Nicolet, M. Pounova, O. Snopova, L. Sokolova, I. Synnerberg and A. Chugainova, at the entertainment given by pupils of the French Municipal College, Shanghai.



A vigorous pull between boys at the K. C. C. New Year Sports. (Photo: Ah Leung Studio).



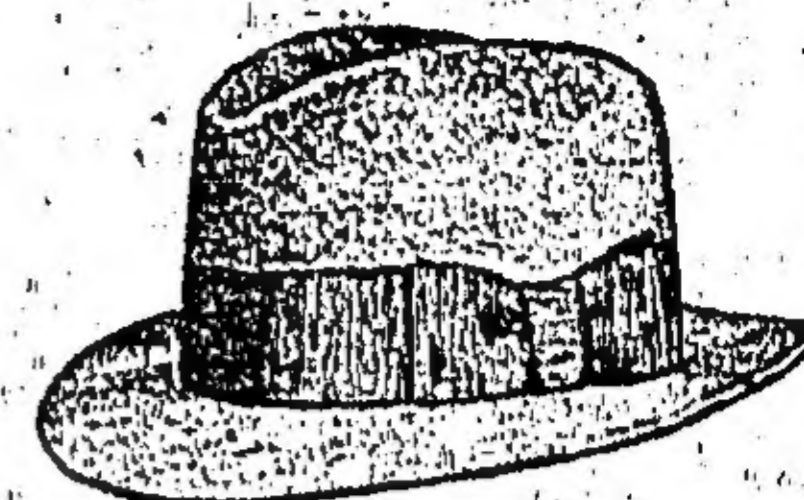
Group photograph taken at the wedding of Mr. Joseph Mason and Miss Cicilia Richards on Boxing Day at the Rosary Church, Kowloon.



It will be in the presidential palace at Havana that President and Mrs. Coolidge will stay during their Cuban sojourn this month. President Machado will be their host.

SPECIAL OFFER

January 16th to 21st



SOFT FELT HATS

A large Selection of shapes and colours in all sizes.

All at **\$8.50** each

Mackintosh's

MEN'S WEAR SPECIALISTS

Alexandra Building,

Des Voeux Road,



JUST ARRIVED

THE LATEST

BRUNSWICK LIGHT-RAY RECORDS

come and hear them at

BRUNSWICK HOUSE

17, Ice House Street,

KING EDWARD HOTEL

CHINESE NEW YEAR FESTIVAL DINNER DANCE,

8 p.m. to 12 p.m.

Start the Year
right by
driving away
your blues

The
Footwarmers
&
Red Hot
JAZZ

We'll show
you how
with real peppy
Tunes

Tea Dances Monday to Friday 5 p.m. to 7 p.m.
Dinner Dance Saturdays 8 p.m. to 12 m.

CANTON'S REIGN OF TERROR

Photographs showing the terrible havoc now on sale at

MEE CHEUNG

Studio, Ice House St.

Branch 7, Beaconsfield Arcade,

WHITEAWAYS

SALE NOW ON

A SPECIAL BARGAIN
IN DRESS GOODS

Woollen Dress Material
in various colours, weights, etc.
40 inches wide.

SPECIAL SALE PRICE **\$1.00** per yard.

Hundreds of Other Bargains.

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HONGKONG.

Profitable Investment.

Judicious Advertising is one of the most profitable investments associated with successful Business Enterprise.

Advertise in

The Hongkong Telegraph

and secure the co-operation of its readers in buying your goods.

Prepaid Advertisements

25 WORDS FOR \$1.00 (\$1.50 if not prepaid)

The following replies are awaiting collection:—
1392, 1324, 1397, 1441, 1444, 1456, 1462, 1453, 1512, 1516, 5, 26, 32, 38, 72, 80, 88, 101, 102, 161, 168, 174, 191, 194, 208, 210, 216, 226, 248, 259, 265, 267, 271, 272, 279, 284, 287, 295, 300, 301.

BOARD RESIDENCE.

FAMILY HOTEL.—Victoria Gardens. Quiet apartments and Suite of rooms. Full board from \$95, \$110, \$130, monthly. Large commodious rooms, also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

WANTED.

WANTED.—Roy F. Cowle's Inductive Course in Cantonese, Books I, II, III. Apply Mrs. L. W. Shaw, P. O. Box No. 310, Hongkong.

LOST.

LOST.—A Lady's silver bead vanity bag containing Gold Cigarette Case and other articles during the dance on board H.M.S. "Tamar" on Wednesday, January 11th. Should any lady find that she has taken such a bag in error will she please communicate with the Commanding Officer, H.M.S. "Tamar."

TO LET

IMMEDIATE POSSESSION.
Second Floor of
WHITEWAYS BUILDING.

Moderate Rental, all conveniences, lease if desired.
APPLY—Manager.
Whiteaway, Laidlaw & Co., Ltd.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—Five-roomed house with four bathrooms and servants quarters near Peak tram station and Peak School. Vacant early February. Rent moderate. Furniture purchasable at reasonable offer. Apply Box No. 305 care of "Hongkong Telegraph."

MISS SIGGINS, C.S.M.M.G. (Chartered Society of Massage and Medical Gymnastics London.)
Massage. Medical Electricity. Remedial Exercises.
Apply Helena May Institute.

NEW ADVERTISEMENTS

HONGKONG ST. ANDREW'S SOCIETY.

BURNS DINNER.

26th January, 1928.

Members desiring to be present at the above are requested to notify the undersigned as soon as possible.

E. M. BRYDEN,
c/o Lowe, Bingham and Matthews.

CHINESE CUSTOMS NOTIFICATION.

The offices and stations of the Chinese Maritime Customs for Kowloon and District will be CLOSED to public business on the 23rd, 24th, 25th and 26th, January, and 12th February, 1928.

F. HAYLEY BELL,
Commissioner of Chinese Customs, Kowloon and District.
York Buildings, Hongkong, 13th January, 1928.

FANLING HUNT STEPLECHASES.

SATURDAY, 21st at 3 p.m.

Admission to Public Enclosure \$1.00. Ladies Free. Admission to Subscriber's Enclosure on production of badge only.

Subscribers can introduce Two Ladies Free and Two Non-members at \$5.00 each. Cars parked on Racecourse \$5.00 each. Free parking arranged off the course.

Tickets obtainable from Dr. F. Pierce Grove, Alexander Buildings. Special trains Return fare 1st Class \$1.50 2nd Class 90 cents. Trains leave Kowloon 2.00 p.m. Return 6.00 p.m.

STEAMSHIP SERVICE.

MACAO TO TIMOR.

The Government of Macao is prepared to accept proposals for the establishment of a steamship service between Macao and Timor. Proposals should reach the undersigned not later than 17th January, 1928. Particulars may be obtained from the Portuguese consulates at Hongkong, Shanghai, Manila, Kobe, Amoy and Saigon, or from the undersigned.

ALMELDA PINHEIRE,
Harbour Master.
Macao, 20th December, 1927.

CHURCH NOTICES.

Second Sunday After Epiphany.

TO-MORROW'S SERVICES.

St. John's Cathedral, Hongkong, January 15th, 1928. Second Sunday after Epiphany. Holy Communion, 8 a.m. Children's Service, 10 a.m. Matins, 11 a.m. Preacher: The Dean. Holy Communion, 12 noon. Evening-song, 6 p.m. Preacher: The Dean.

First Church of Christ Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject, "Life." Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address, open Tuesday and Friday, 10 a.m. to 12 noon, Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the services and visit the Reading Room. Branch of The Mother Church, The First Church of Christ, Scientist, in Boston, Mass., U.S.A.

Seventh Day Adventist Hall—7, Duddell Street (first floor). Rutton Buildings. Sunday, January 15th, at 8.30 p.m., sermon given by Pastor Lyman W. Shaw. "Is it possible for the living to communicate with the dead?" Everyone welcome.

Wesleyan Methodist Church, Queen's Road East, Wanchai, (near Royal Naval Hospital). Sunday, January 15th, 1928. Morning Service, 10.15 o'clock. Afternoon 3 o'clock: Sunday School. Evening Service, 6 o'clock. Preacher at both services Rev. Frank Short. Sailors and Soldiers' Home, Arsenal Street. Sunday: 3.00 p.m. Mr. May's Bible Class. 8.15 p.m. Service. Men's Hour. Monday: 3.00 p.m. Ladies' Church Aid Meeting.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, under Bill of Sale,

on MONDAY,

the 16th January, 1928,

at 12 o'clock Noon.

at their Sales Room, Duddell Street.

One Studebaker Motor Car—now stored in the Ground Floor of No. 28, Queen's Road, Central.

One Oldsmobile Motor Car—now stored in the Car Depot of the Connaught Motor Co., at Praya East Reclamation, Opposite Luen Fat Street and Ship Street.

Terms:—As Customary.

LAMMERT BROS. Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 17th January, 1928,

commencing at 10.30 a.m.

At the No. 8 Godown, The Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

188 Cases Porcelain.

8 Cases Glass Ware.

117 Pieces Timber.

and

3 Cases Loganberry Wine.

Terms:—Cash on Delivery.

LAMMERT BROS. Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 17th January, 1928,

commencing at 2.30 p.m.

at their Sales Room, Duddell Street.

A Valuable Collection of Curios.

comprising:—

Old Porcelain Vases, Lions, Bowls, Plates, Conditment Sets, Bronze Ware, Jade, Agate, and Ivory Ornaments, Old Chinese Prints, Blackwood with Porcelain inlay and Carved Lacquer Screens, Mandarin Coats, etc., etc.

Catalogues will be issued.

On View from Monday, the 16th January, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS. Auctioneers.

HONGKONG JOCKEY CLUB.

Owners are reminded that Entries for the forthcoming Annual Race Meeting will close on Saturday, the 14th January, 1928, at 3 p.m.

HONGKONG JOCKEY CLUB.

ANNUAL RACE MEETING.

13th, 14th, 15th and 18th February, 1928.

Draft programmes and entry forms are now ready and may be obtained at the Race Course, Hongkong Club and Causeway Bay Stables.

LA SALLE EXTENSION UNIVERSITY.

World's Largest Business Training Institution.

Specialised Training in ACCOUNTANCY, C.P.A. BUSINESS MANAGEMENT LAW, L.L.B. ENGLISH.

Banking, Finance, Effective Speaking.

Write for Catalog, Easy Terms, Etc. D.S. Wylie.

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MASSAGE HALL.

MRS. S. UZUNOYE

Expert Masseuse

37, Queen's Road, O 2nd floor

CABLES AND WIRELESS.

THE QUESTION OF COMPETITION

London, Dec. 1.

Sir Geoffrey Clarke, joint managing director of the Telegraph Construction and Maintenance Co., declares that there is an irreducible limit to the lowering of telegraph charges on account of the speed and cheapness of wireless.

The Post Office seemed to consider that wireless was unable to compete with cables at equal rates, and therefore it had illogically fixed the wireless rates at fourpence a word lower—even on Australian routes which the Post Office controlled.

This seemed to imply a slight confession of failure on the part of wireless. It was difficult to believe that the Postmaster-General's policy was to prejudice such an important Imperial industry as cables.

Cable companies were wealthy enough to undercut their rates almost so as to ruin wireless companies, but they realised that this would be contrary to the country's interests.

Equal Rates.

Sir Geoffrey suggested that there should be equal rates for all telegrams between particular places, which would make for fair competition between cables and wireless; the pooling of receipts on certain routes for proportional distribution among the parties; the uniform control of cheaper traffic, which did not require speed and accuracy, and which could be wireless.

Although this would not alone be profitable, the wireless interests, as partners in the pool, would benefit from the full-rate cable traffic. Unified control saved of monopoly, and Government control should be avoided, as it would be disastrous to British communications, and probably would be resented in the Dominions. The amalgamation must include long-distance telephone, and probably the trans-oceanic telephone.

A cable would shortly be made giving telegraphic and telephonic circuits. A definite policy, therefore, should originate from a strong and impartial committee.

Cables Suffer.

London, Dec. 6.

In reply to questions whether the Government was considering the effects of the competition of wireless upon cable companies, the Financial Secretary to the Treasury (Mr. Arthur Samuel) stated in the House of Commons to-day that the revenue of the Pacific Cable Board had undoubtedly suffered during the past year as a result of the competition of the Beam at lower charges. The board was effecting economies, however, and experts were constantly engaged in improving methods. The Pacific Board's new cable was the most effective in the world.

Mr. E. Harmsworth (Con.)—Is there to be co-operation between cables and wireless?

Mr. Samuel: I have no knowledge of the matter.

Mr. MacQuisten (Con.): Will you see that, in any co-operation, the public will benefit, in the shape of reduced charges?

Mr. Samuel did not answer.

New music, dancing, and cinematograph licences have been granted by the London County Council Theatres and Music Halls Committee in respect of the New Empire Theatre in Leicester-square. A special condition provides that no intoxicating drinks shall be sold or consumed in the auditorium.

HONGKONG TIDE TABLE.

From 15th to 22nd January, 1928.

High Water. Low Water.

Day. Time. Day. Time.

Mon. 15. 5.30. 16. 1.10. 17. 1.10. 18. 1.10. 19. 1.10. 20. 1.10. 21. 1.10. 22. 1.10.

Tues. 16. 5.30. 17. 1.10. 18. 1.10. 19. 1.10. 20. 1.10. 21. 1.10. 22. 1.10.

Wed. 17. 5.30. 18. 1.10. 19. 1.10. 20. 1.10. 21. 1.10. 22. 1.10.

Thurs. 18. 5.30. 19. 1.10. 20. 1.10. 21. 1.10. 22. 1.10.

Fri. 19. 5.30. 20. 1.10. 21. 1.10. 22. 1.10.

Satur. 20. 5.30. 21. 1.10. 22. 1.10.

Sun. 21. 5.30. 22. 1.10.

Mon. 22. 5.30.

Tues. 23. 5.30.

Wed. 24. 5.30.

Thurs. 25. 5.30.

Fri. 26. 5.30.

Satur. 27. 5.30.

Sun. 28. 5.30.

Mon. 29. 5.30.

Tues. 30. 5.30.

Wed. 31. 5.30.

Thurs. 1. 5.30.

Fri. 2. 5.30.

Satur. 3. 5.30.

Sun. 4. 5.30.

Mon. 5. 5.30.

GOVERNORSHIP OF INDO-CHINA.

M. VARENNE ACTIVE IN FRANCE.

Under the heading of "Official Renouement by M. Varenne of the Governor-Generalship of Indo-China," the *Impartial* of Saigon reprints an Indo-pacific wireless message, which states that the Socialist Governor-General of France's most important Colony, who has now returned to Europe, proposes to remain in France and let events take their course.

The Governor-General, it will be recalled, took up office amidst a political storm, his Socialist colleagues insisting that, as a matter of Party principle he should not be allowed to take up a "bureaucratic" post; and the Colonial Party and officials, on the other hand, viewing with suspicion the elevation of a man of pronounced Socialist views to the highest post in a country suffering from recurrent unrest.

M. Varenne eventually came to Indo-China, and immediately stepped into an atmosphere of antagonism and suspicion from his compatriots. By the native population, he was received with open arms, as a man who would assist them materially in a programme of economic and popular reforms, both of which were thought urgently to need attention.

The period of his Governorship was one fraught with exceptional difficulties, having regard to Far Eastern conditions in external policy, on the one hand; and discontent one with the other of the two sections of the population in internal policy, on the other. Through these difficulties, M. Varenne was able to guide Governmental affairs until the affair of the Plantation concession cropped up, to give to his adversaries the opportunity for which they had long waited.

This affair, which was a recent cause celebre in French politics, amounted to an impeachment of the Governor-General on charges of favouritism. It resulted in the recall of M. Varenne before the Chamber of Deputies in Paris where he was subjected to interpellation in which his colleagues on the Socialist Benches were his most severe interrogators. The debate brought forth impassioned oratory from the Governor-General, and the proceedings closed under circumstances which amounted to a suspension of the point at issue.

Subsequently, on returning to his post, M. Varenne continued in the execution of his task of reforms, mostly of an economic character. But the effects of the affair of the Concession still remained. A month ago, after submitting his last Budget, which revealed a substantial improvement over his immediate predecessors, he left for France, it was thought, for good.

An Indo-pacific message, dated December 12, now says:—M. Varenne, Governor-General of Indo-China, arriving at Clermont-Ferrand, has declared that he will inform the Government of his desire to remain in France at the end of the month of January, in order to participate in the electoral campaign, which he intends to pursue actively. "I do not wish to escape from the duty of submitting myself to the judgment of my electorate," says the Governor-General. "The Government will want, without doubt, to designate my successor. In six weeks, I shall be at my Deputy's bench and, thereafter, with these public tribunals, render an account of myself and to demand from it a similar duty."

\$570 FOR A LIVING AUTHOR'S BOOK.

BOUGHT AGAINST ADVICE OF THE WRITER.

London, Nov. 25.

Colonel T. E. Lawrence's "Seven Pillars of Wisdom," published in 1926 at the price of 30 guineas, stirred book collecting circles yesterday when a final bid of £570 was given at Hodgson's for a copy. With the book was a letter by the author stating that he did not advise its purchase as investment, and expressed his own characteristic view of it in very depreciatory terms.

The English edition of the book was limited to 100 copies, and sums of £420 and £500 have already been paid for secondhand copies. An American edition of ten copies is issued at the price of \$4,000.

The record price, \$600, more than double the previous highest sum, was paid by Mr. Water Spencer for a first edition copy of "Waverley."

The copy was described as an unusually clean and "crisp" example, and the rarest of the great series of "Waverley Novels."

Twenty-two autograph presentation copies of Joseph Conrad's works, given by the author to Mr. G. F. W. Hope, brought in a total sum of £650. The original price of the twenty-two books was less than £7.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

POST OFFICE NOTICE

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

Dutiable articles forwarded by letter post to Great Britain are liable to confiscation by the Customs. Such articles should be forwarded by parcel post only. Letters and postcards for Europe and the British Isles are forwarded via Siberia if so superscribed. It is notified for information that Feather Fans and Brooches cannot be sent by post to Great Britain. They are prohibited by the Plumage (Prohibition) Act. of 1921.

RADIO NOTICES

Holders of Wireless Receiving Station Licences are reminded that their Licences for the year 1928 are due for renewal before the 15th inst. Fee \$5.00 per annum.

Radio Telegraph Services are now in operation with the following:—Ships at sea, Europe, American Continents, Hawaiian Islands, Dutch East Indies, Dutch Borneo, Philippine Islands, French Indo China, Province of Yunnan, Canton, Swatow, Kwongchow, Fort Bayard, Tchekam, Heliow, Amoy, &c.

TELEGRAPHIC ADDRESSES.

Persons and firms having correspondents in the places named above should, in order to avoid delay to telegrams received by radio, register their telegraphic addresses immediately.

Rates and further particulars on application to the Radio Counter, 1st Floor, Government Building.

Radio telegrams are now accepted at the Radio Counter 1st floor Government Building, for transmission via Enact to Bangkok and all parts of Siam at the rate of 80 cents (\$0.80) per word.

Commencing Wednesday, Jan. 4th, radio telegrams will be accepted at the Radio Counter, 1st Floor Government Building, for transmission to all offices in British North Borneo at the rate of 40 cents per word.

INWARD MAILS.

From	Per	Due
Shanghai and Amoy	Nanchang	January 14.
Europe via Negapatam (papers only, London, 16th Dec., 1927).	Nellore	January 15.
U.S.A., Honolulu, Canada, Japan and Shanghai	Pres. Lincoln	January 16.
U.S.A., Honolulu, Japan, Shanghai, and Europe via Siberia	Pres. Monroe	January 15.
Manila	Pres. Grant	January 16.
Shanghai and Amoy	Newchwang	January 16.
Japan and Shanghai	Chenonceaux	January 17.
Japan	Aki Maru	January 19.
Australia and Manila	Mishima Maru	January 19.
Canada, U.S.A., Japan and Shanghai	Emp. of Canada	January 20.
Japan and Shanghai	Doan Maru	January 20.
Straits	Atsuta Maru	January 23.
Shanghai	Antenor	January 24.
U.S.A., Honolulu, Japan and Shanghai	Tenyo Maru	January 27.
Japan and Shanghai	Haruna Maru	January 27.

OUTWARD MAILS.

For	Per	Date
Swatow, Amoy and Foochow	Haihong	Sat., Jan. 14, 2 p.m.
Amoy	Kwangtung	Sat., Jan. 14, 2.30 p.m.
Haiphong	Tonkin	Sat., Jan. 14, 2.30 p.m.
Shanghai	Prominent	Sat., Jan. 14, 3.30 p.m.
Shanghai and Europe via Siberia	Sochow	Sat., Jan. 14, 5 p.m

Talk of the Town Sale

COMMENCING ON
MONDAY JANUARY 16th.

AT
WHITEAWAYS.

A
GENUINE
SALE

THE TRUEST AND BIGGEST SALE KNOWN IN HONGKONG.
THE REWARD OF PATIENCE.

THE SALE THAT IS WORTH WAITING FOR.

Whiteaways' sales have always been the talk of the Town. The numbers of people who have waited with confidence for our winter sale will realise on Monday next the wisdom of their decision.

Bargains well worth waiting for.

Come then on Monday and participate in the *absolutely genuine price reductions*. Our stock is considerably heavier than usual owing to unforeseen circumstances, and this surplus must be reduced before Stocktaking next month, in many instances *regardless of cost*.

ENTIRE STOCK INCLUDED.

COME EARLY. BEST BARGAINS GO FIRST.
DOLLAR BARGAINS
REMNANTS

ODDMENTS

THIS SALE WILL CONTINUE TILL SATURDAY, FEBRUARY 11th.

WHITEAWAY, LAIDLAW, & CO., LTD.
HONGKONG.

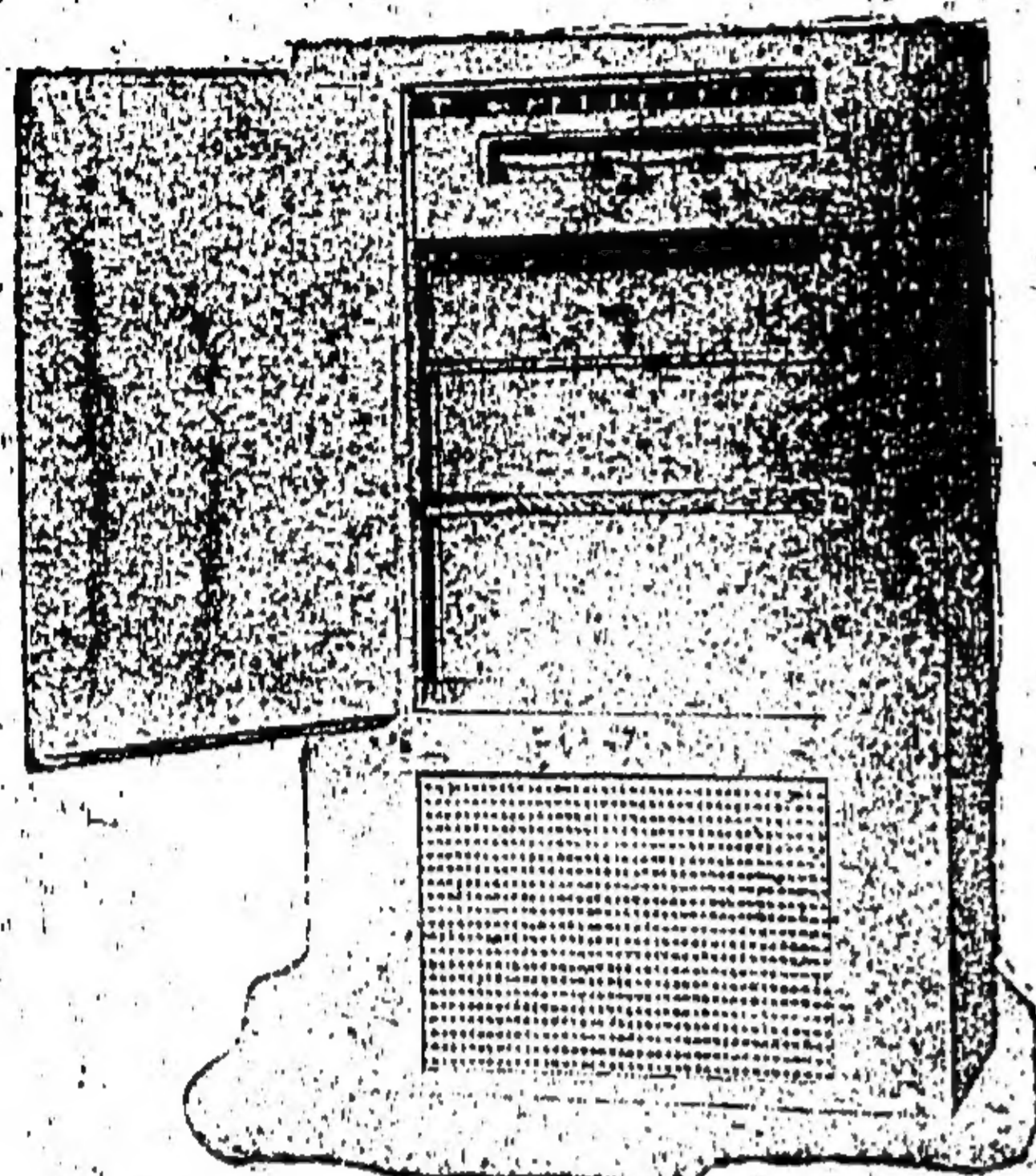
(Incorporated in England.)

Kelvinator

Electric Refrigeration

"HIRE PURCHASE SYSTEM"

ENJOY ITS CONVENIENCE
WHILE YOU PAY



INSTALLED IN YOUR HOME WITHIN 24 HOURS
—AND PAY FOR IT OUT OF YOUR HOUSEHOLD
BUDGET.

For particulars apply to:—

REISS, MASSEY & CO., LTD.
Exchange Building; Telephone C. 673.

THE WORLD LADIES' AND GENTLEMEN'S HAIRDRESSING SALOON,

58, Nathan Road, Kowloon.
Splendidly situated in the heart of the European section.
Competent, experienced hairdressers assuring stylish cut.
Elegant equipments and good sanitary conditions
throughout.
Most up-to-date machine and method for Permanent
Wave. Price very reasonable.
We open daily from 8 a.m. to 8 p.m., except Sundays, when
the hours are 10 a.m. to 1 p.m. Phone Kowloon 1378



THERE is no worry or anxiety in rearing Baby
healthfully and happily, even in a tropical climate,
when Glaxo is used as baby's food.

Glaxo is the food that has been used to rear the children
in five Royal Nurseries. Court Physicians see that
Royal Babies have the best and most nourishing food—
that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a
few days; see how restfully he sleeps, how contented he is
and how steadily he increases in weight. Ask your Doctor!

Glaxo
The Vitamin Milk-Food

"Builds Bonnie Babies"

Sole Agents:—

W. R. LOXLEY & Co.

CHINA'S FUTURE.

"INTERVENTION IS A NECESSITY."

J. O. P. BLAND SPEAKS OUT.

It may safely be asserted (writes Mr. J. O. P. Bland in the London Morning Post) that the attitude and sentiments of the principal speakers at the recently held dinner of the China Association were a source of profound disappointment to those who for some time past have felt increasing concern, not only for the security of our fellow-countrymen in the Far East, but for the pitiful condition of the Chinese people.

We made bold to hope that those whose duty it was to speak on behalf of the Association and of the British Government would face the realities of the situation. We thought that they would utter something which might be taken as a sign that the civilised Powers, as a matter of simple humanity, are prepared to consider seriously the necessity for united remedial action. We hoped, in fact, for some authoritative pronouncement.

As I listened to Lord Southborough and Lord Peel I longed for the magic carpet of Tangu to transport this brilliant assembly to China, and there give those who need it a glimpse of things as they are, say, in the city of Chang-te-u, where not so long ago some 50,000 men, women and children were savagely butchered by the "Christian General's" troops.

If one may judge by the speeches delivered on this occasion (wherein was no mention of any such distasteful things), it will need something in the nature of a miracle to dispel the illusions and to clear our minds of the political cant, whereby the doctrine of non-intervention, the facile path of laissez-faire, have been justified in high places since the Washington Conference. From which painful reflection my mind went back to the days of that august assemblage of the Treaty Powers, to the eloquent exposition of noble sentiments and benevolent purposes whereby the gospel of non-intervention was to be blessed and to the deep solicitude professed by all concerned for the true welfare and peace of China.

False Theory.

To those who possessed any knowledge of the history and social economy of the Chinese people, of their utter incapacity to establish an effective system of representative government on a democratic basis, the falsity and futility of the political theories underlying the Washington agreements were manifest from the outset. Now that these theories, and the hopes built upon them, have been completely stultified the statesmen of Christendom on both sides of the Atlantic are strangely silent.

Touching this shibboleth of non-intervention, the great majority of the respectable classes in China—the gentry, scholars, merchants, manual workers and farmers—would be fervently grateful for intervention by any nation and in any form, which would restore security for life and property. If the truth were told, the "rising tide of China's political self-consciousness" of which we have heard so much, is no more a reality than the alleged hostility of her people

to ourselves. Both are delusions, skillfully devised and propagated by the Westernised section of Young China for its own ends. Lord Peel referred to them both, in justification of the British Government's policy of non-intervention. He took credit for the Government's "prescience," in that they had recognised this rising tide and endeavoured to meet Young China's aspirations. It may therefore reasonably be inferred that the Foreign Office school of thought has learned nothing from the ghastly failure of the experiment in patient conciliation at Hankow.

Silent Misery.

At the best, it seems, a halt may now be called to further experiments of the same kind, but the official attitude of unconcerned neutrality is apparently proof against any appeal to elementary instincts of humanity. We shall continue, it seems, in the "almost impossible" task of recognising "misery of its innumerable victims." We shall continue to shut our eyes to the self-evident fact that there can be no hope of the Chinese finding a way out of their present afflictions unless helped from without.

It was, no doubt, inevitable that Lord Southborough should make a respectful gesture in the direction of the fetish of Chinese Nationalism, but as regards the possibility of measures to relieve some of the sufferings of the Chinese people he was ominously silent.

Some there are to-day who believe that amicable relations and goodwill in trade should be sought by a wholesale surrender of our Treaty rights and extra-territorialised concessions. Yet the wise words which Sir George Staunton used in 1816 to dissuade Lord Amherst from prostrating himself before the Chinese Court remain as true to-day as they were then. The result of the disgrace thus purchased, he said, "would have fatally shaken that confidence which we have with considerable success established at Canton, in the firm adherence to principle" which distinguishes the British character, a confidence which is our best ally in all our differences with the Chinese, and probably our only preservative against such a systematic oppression on the part of the local authorities as would necessarily terminate (in the present state of British feeling) in a rupture of intercourse between the two countries.

Adhering to Principle.

By firm adherence to principle, by putting the vital interests of the Chinese people before the selfish interests of the political factions, and by the adoption of certain concerted measures (not necessarily extensive or expensive), to restrict the movements of bandits and rival forces over certain main lines of communication, the Powers could soon bring about a great improvement in the deplorable conditions under which the Chinese people at present suffer.

Japan appears to be ready and willing to co-operate to this end. The question, in so far as this country is concerned, is, can the Press and Parliament be induced to take any serious interest in the matter? It is not, there can be no hope of any alleviation of China's sorrows in the near future.

What would film stars do for a living if filming ever went out of fashion? A scientist anxious to solve this problem has made a list of the trades represented by the leading lights of Hollywood, and has amassed enough evidence to

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4 - 6	HP	2	Cylinder
6 - 8	HP	2	"
7 - 12	HP	4	"
10 - 14	HP	4	"
16 - 20	HP	6	"
20 - 24	HP	4	"
28 - 36	HP	6	"
20 - 45	HP	4	"
40 - 70	HP	4	"
40 - 70	HP	6	"
60 - 100	HP	6	"

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MONDAY NEXT

Lane Crawford's

ALL
DEPARTMENTS

GREAT SALE

prove that the film people are by no means so helpless as their critics sometimes declare them to be. Their trade range from stage dancing to hair cutting. Some of the screen favourites are pianists, some are landscape gardeners, two are (or were) college professors, one is a coal miner, another a "crack cornet soloist." Animal training, printing, oil-well operating, cooking, the law, wrestling, boxing, chemistry, exploring are a few of the occupations which have been given up for a screen career. One of the leading actors was an undertaker!

WHEN TRAVELLING

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BIG BANK MERGER.

LANCASHIRE BANKS JOIN "FORCES."

London, Dec. 1.

A provisional agreement has been reached for a fusion of the Lancashire and Yorkshire bank with the Bank of Liverpool and Martins.

According to the latest balance-sheets, the Bank of Liverpool and Martins has deposits of about £60,000,000, and the Lancashire and Yorkshire Bank deposits of over £23,000,000, so that the combined institution will have a total of deposits exceeding £83,000,000.

There are one or two points which give particular interest to this banking fusion. In the first place, it is a considerable time since the Treasury gave consent to any really large banking amalgamation, and the reason for the sanction in this case is popularly, and probably correctly, supposed to be that further growth in the dimensions of the "Big Five" by the mere process of amalgamation is, in a general way, regarded as undesirable, owing to the great size of those institutions, though their natural growth, through expansion in business, is constant.

By the present fusion, however, we have a development tending, in a sense, towards restoration of the balance, for the new combination will rank as the sixth largest bank in the country. A further interesting point in the fusion is the establishment of a closer link between Lancashire business and the "clearing" banks. The Lancashire and Yorkshire Bank was not in the clearings, though the Bank of Liverpool and Martins was, by reason of the Association with Martins Bank.

From Elizabeth Days. Finally, a touch of almost romantic interest is added by all that is involved in the fact that, in connexion with the amalgamation, it has been decided to change the title of the Bank of Liverpool and Martins to "Martin Bank." The change is, no doubt, primarily made on the score of brevity, but all the same it preserves one of the oldest names in banking history. We believe that the actual date of the formation of Martins Bank is lost in antiquity, but the textbooks record the business as having been established in the region of Elizabeth.

After conducting operations for generations as private bankers, Martins Bank was established some years ago as a private company, but when a few years back it amalgamated with the Bank of Liverpool, the title was changed to the Bank of Liverpool and Martins. Now, however, the larger institution reverts to the short but well-chosen title of "Martin Bank, Ltd."

LETTER GOLF.

You should be able to change FOOT to BALL in four kicks.

F	O	O	T
B	A	L	L

1—The idea of letter golf is to change one word to another and do it in four, a given number of strokes. Thus to change COW to HEN, in three strokes, COW, HOW, HEW, HEN.

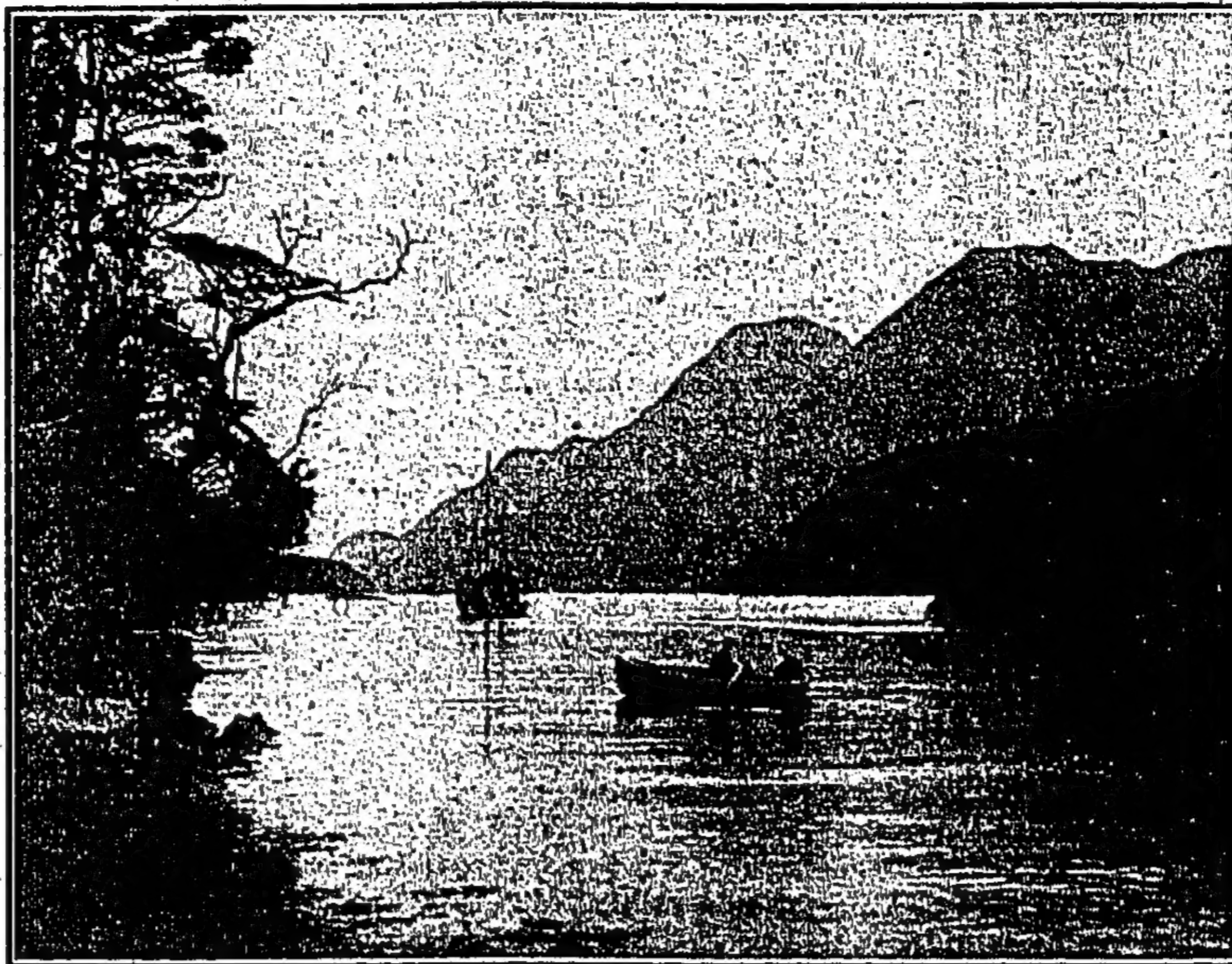
2—You can change only one letter at a time.

3—You must have a complete word, of common usage, for each jump. Slang words and abbreviations don't count.

4—The order of letters cannot be changed.

One solution is printed on another page of this issue.

A NEW ZEALAND BEAUTY SPOT.



We have pleasure to-day in reproducing the above picture of one of New Zealand's beauty spots, kindly sent us by a reader. It shows Dusky Sound, Southland.

FIRST CLASS NATION IN THE MAKING.

CHILDREN TO-DAY STRONGER THAN IN 1907.

The English child is growing in stature and height. The child of to-day is stronger, taller, and heavier than the child of 1907. He is a better nourished child.

This is the declaration of Sir George Newman, Chief Medical Officer of the Board of Education, in his report for 1926, which he describes as a sort of Domestic Book of the physical condition of the English child.

Sir George is far from satisfied, however, with things as they are—a quarter of the children admitted to school need medical attention—and makes a strong appeal for the provision of more playing fields, the extension of the infant welfare service, and the teaching of hygiene in schools.

Sir George bases his conclusions on a long series of tests carried out by the medical officers of educational authorities throughout the country. The average mental alertness of children, too, is higher than that of a decade ago.

Six Pounds Increase. Children entering elementary schools provide the basis of the tests. Boys and girls aged eight and twelve at Chatham have increased in weight by an average of three pounds between 1915 and 1925, and the average increase in girls aged twelve has been six pounds. Eight-year-old children at Torquay, comparing 1914 with 1925—have increased 1½ in. in height and two pounds in weight. An inquiry was made in respect of 30,000 London children. They showed a definite rise in the height and weight figures compared with the pre-war standard.

There were further collateral experiments. Medical examinations were made of 31,301 boys and 31,744 girls leaving school, and it was found that only 4 to 6 per cent. showed malnutrition compared with 14 per cent. in 1913, and 28 per cent. had defective teeth as against 42 per cent. in 1913.

Interesting comparisons are made by Sir George Newman between characteristics revealed by photographs of children taken to-day, and photographs of 1894. These give the following differences:

Clothing neatness, cleanliness, alertness and "address" of the children now are in every way superior to those of 1894.

The posture of the body carriage, and stance of modern children is better than in 1894.

Children of 1894 look neglected, uncared for, and unhappy. Children to-day look the reverse.

"Mouth-breathing" is shown in the 1894 children, but not with the 1927 children.

The character and position of the hands of the 1894 children are very striking and instructive—meaningless, untrained, and undisciplined. They are characteristically different from the children's hands of to-day.

Day Nurseries. Referring to the fact that one quarter of the children entering school still need medical attention, Sir George says that what seems to be needed is an extension of child welfare work up to five years of age and the inclusion of definite medical treatment.

The suggestion is also made of the expansion of day nurseries under the Ministry of Health in which children under five could be nurtured, receive sound habit training and be submitted regularly to medical inspection and treatment.

There is one great outstanding difference between men—knowledge, writes Sir George. Ignorance, it has been well said, is the great human curse.

But we know for certainty a great deal more than we are willing to use and apply. We must be plain and explicit. We know that food is more important than raiment, yet many poor bodies foolishly clothe themselves with the fine apparel, though they know that food is better than silk stockings; we know that conditions of fresh air and exercise of warmth and cleanliness are necessary to health, but we do not practise them; we know how to prevent typhoid, cholera, plague, typhoid, yphoid, and septic diseases, and where we have been able to apply our knowledge they have disappeared, but we have not yet done it throughout the British Empire.

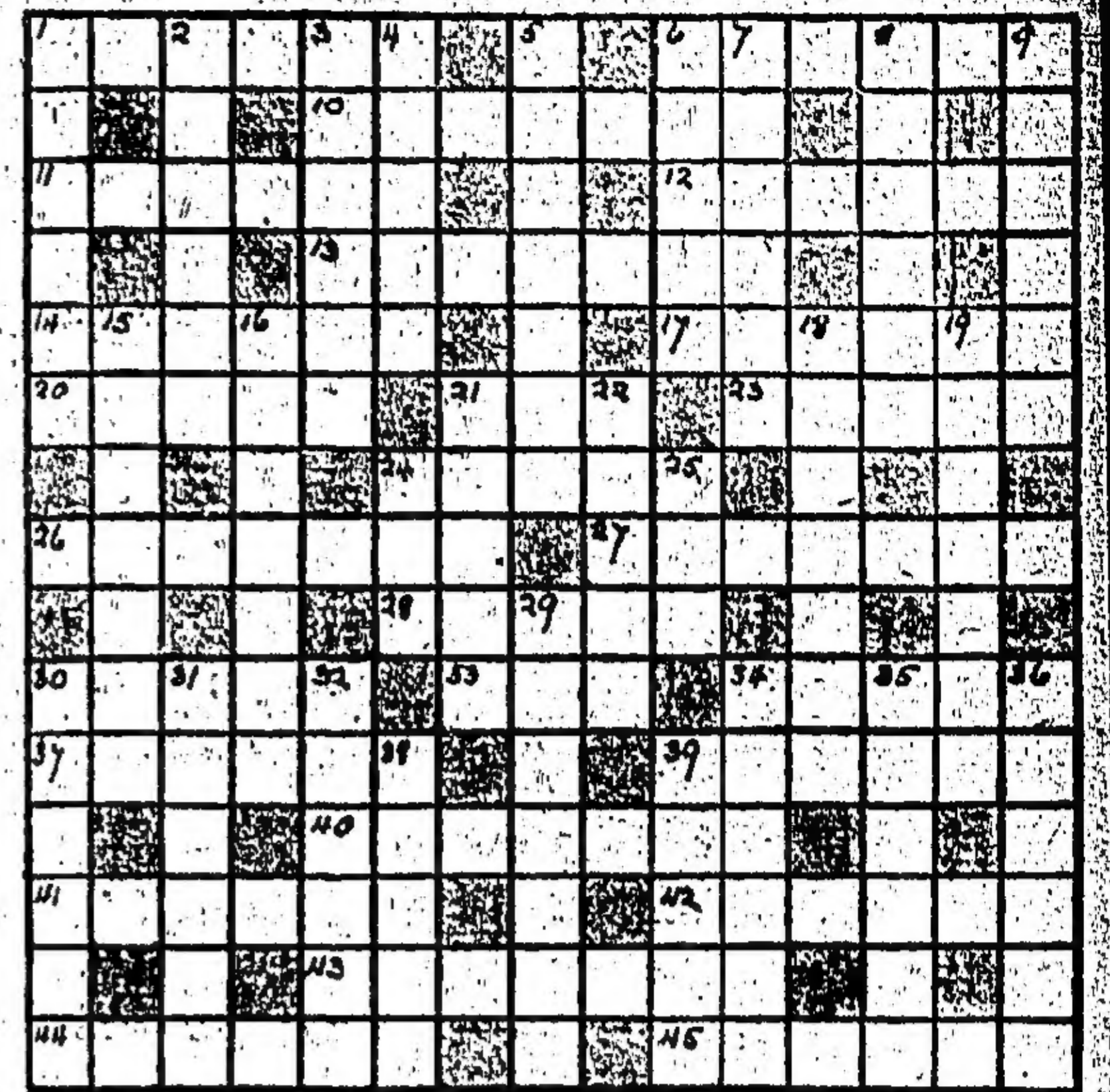
Human Scourges. We know the causes of tuberculosis and rickets and venereal disease, and we know how to prevent all three of them, yet these three human scourges are still widely tolerated; above all else, we know how to save infant life, and build up sturdy boys and girls, and stronger men and women, and we have done it where we have chosen to do it, but all too often we do not choose. "The people perish for lack of knowledge."

All men are agreed that the place to begin any universal remedy is at the school. For there, by law, the children are; there, too, are the persons trained as educators; there also is the one and only opportunity of imparting knowledge to children systematically.

Everything which makes for the sound nutrition and careful domestic nurture of all school children from 5 to 10 years of age will be a substantial contribution to the prevention of acute rheumatism, writes Sir George, discussing the treatment and prevention of the disease.

Action should be taken by Local Authorities as follows:—Vigilant search should be made by the school doctor for every case which manifests, however slightly, the early signs and symptoms of acute rheumatism. A rheumatism register should be kept. Proper educational provision should be made for the school supervision of such children. A rheumatism centre or cardiac consultation clinic, or clearing-house, should be devised at the local hospital, school clinic, or elsewhere. Hospital bed accommodation should be provided for acute cases. Residential hospital schools or sanatoria for recovery and prolonged rest should be made available.

OUR CROSSWORD PUZZLE.



Across.

- Cycle for two.
- Agent.
- Preceptor's desk.
- Macaw.
- Kind of sour cherry.
- Short small footstalk (Bot.)
- Corroded.
- Rebound.
- Dragged.
- Darling.
- Set in a row.
- Formed with art.
- Determined.
- Part.
- Desolate.
- Precipitous.
- Set.
- Flatfish-bottomed boat.
- Gathered together.
- Coins.
- Booby.
- Applied to the end of a bone.
- Ornamental frilling.
- Small variety of dog.
- Arranged.
- Pondy.

Down.

- Small elm.
- Of little width.
- Ran away.
- Measured.
- Streaked.
- More emancipated.
- Fisherman.
- Triangle.
- Glatte.
- Blooming.

- Granted by will.
- Pictorial sketch.
- Heen.
- Pertaining to a foot.
- Palatable.
- Moisture deposited at night.
- Drops.
- A salt-work.
- Marks with graduations of colour.
- That which obliterates.
- Having divisions like toes.
- Circle that intersects another at the poles of the world.
- Quarrel.
- Wanderer.
- Distributed.
- Same as No. 4 Down.

Yesterday's Solution.

R	E	S	I	G	S	M	A	E	S	T	R	O
T	A	C	T	A	O	A	K	E	S			
S	A	L	I	E	N	T	M	A	R	I	N	E
A	T	I	L	E	N	E	R	V	E	S		
L	E	V	E	C	R	A	N	K	S	E	E	D
V	A	C	H	E	L	T	E	R	S	A		
E	N	C	A	S	E	S	A	R	B	E	N	
C	A	S	H	S	T	Y	L	E				
C	O	V	E	R	T	S	R	E	L	L	E	D
A	S	E	F	E	T	C	H	E	D	E	S	
S	A	R	I	R	O	Y	A	L	C	O	O	L
O	B	O	E	S	S	E	W	P	A	N	I	C
B	O	N	N	E	T	S	T	E	R	I	N	E
D	A	N	E	L	E	L	O	N	E			
R	E	L	E	N	T	S	R	O	L	L	E	R

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The
Hongkong Telegraph.

SATURDAY, JANUARY 14, 1928

INDUSTRIAL PEACE.

With the commendable object of exploring the entire field of industrial reorganisation and industrial relations, the first sitting has concluded in London of a conference between a representative group of employers and the General Council of the Trade Union Congress. This gathering is the outcome of a move made by large employers of labour, who, to use their own phraseology, believe that the common interests which bind Capital and Labour are more powerful than the apparently divergent interests which seem to separate them. It was on the basis of this belief that the employers invited the Trade Union leaders to meet them in conference, and it is gratifying to record that there was an immediate response on the part of the representatives of Labour, without whose co-operation such a conference would have been impossible.

At the moment, the problems which these representatives of Capital and Labour will have to consider have only been outlined, but if we are to judge from the obviously sincere atmosphere which pervaded the opening gathering, there is every reason to hope that steps of the greatest importance to the future of British industry will soon be taken. As Sir Alfred Mond aptly observed, the conference cannot hope to create heaven on earth, but if it can give Britain freedom from industrial disputes, it will place the country in the forefront of international commerce and industry. Amongst the subjects which are to be considered are the better organisation of industry by means of amalgamations, the introduction of new methods, the transference or pensioning of displaced workers and the improvement of the security and status of the worker. The mere mention of these headings—and there will naturally be others as well—is sufficient to illustrate the immensity of the task to which the conference will devote its energies. The present occasion is not one in which to look at these issues solely from one standpoint or the other, and it would be equally ill-timed to suggest that Labour

or Capital is willing to make concessions on points vital to the maintenance of either's rights. But, without the need for any sacrifice of principle, there is without the least shadow of doubt a very large field to be explored in which it will be found that the interests of both sides are identical. One point which cannot fail to suggest itself is that Labour is in a vastly different frame of mind to-day from what it was prior to the disastrous General Strike. That unhappy episode in the history of British industry has had its value for the consequences which have arisen from it have tempered the mood not only of many Labour leaders but of the mass of the workers too. It took an upheaval of that magnitude to convince many of the working class that, with rare exceptions, strikes do not pay, and, above all, that nothing is to be gained by seeking to gain political ends by "direct action." British industry has been languishing of late, not because the British workman is less skilled than he was, nor because administrative enterprise has declined. One factor undoubtedly has been the failure of employers and employed to co-operate to the fullest extent possible—a circumstance due in part to foolish mutual suspicions on the one side, and on the other, the Conference now so happily assembled can break down that wall of reserve and mistrust and proceed with practical methods for securing unified effort in the common cause of British prosperity, then it will mark the commencement of a new era, giving endless promise for the days to come.

The Brussels Affair.

While we have no sympathy with Soviet Russia, much less with her propaganda in other countries, there is no valid reason for condemnation of the outrageous invasion of the exhibition at Brussels, organised by the Russo-Belgian League of International Relations. For a while the party of youths who ordered the attack acted as though demented, smashing busts to smithereens, slashing valuable paintings to ribbons; in a word, totally wrecking the exhibition. The excuse proffered for the raid was that it constituted a protest against the lies distributed by the Soviet agents, but there are other and more legitimate methods of protest, which fact should be duly impressed upon those concerned. Equally, much good would be done if Russia would learn her lesson too. Than such incidents, nothing is more indicative of the widespread reaction against Communistic doctrine. Russia has been endeavouring to play a lone hand against the world for too long, and now she is outcast even in China, a house divided against itself. Taking as a cue recent events in Moscow, we may very well reflect that if a few more perverted intelligences were killed, things Russian might leave a better taste in the mouth.

The New Dean.

The invitation to the Rev. Alfred Swann to follow in the footsteps of the Rev. H. Copley Moyle offered at one and the same time an ambitious task, but the obvious sincerity underlying his speech of thanks at Thursday's reception, and the quiet dignity which has characterised the new Dean of St. John's Cathedral in his few public appearances, have been adequate testimony of his earnest acceptance of the heavy responsibilities, and we take this opportunity of joining in the cordial welcome which has been extended. The Rev. Mr. Swann's sporting and war records stamp him as a man's man. For three years he rowed at Cambridge in University boat races, and he gained a half-blue for running. During the war as an officer in the Royal Navy he took part in the Zebrugge Raid, and for his services was decorated with the D.S.C. We may take it that the Rev. Swann has had opportunities for the accumulation of experience which will stand him in good stead in the serious religious life since undertaken, and we are sure he may rely on the co-operation and goodwill of every Christian member of this cosmopolitan community.

The Kowloon Fire Brigade was called last evening shortly after 3 p.m. to an outbreak in a tenement house in Arthur Street, Yau-mat. The cause was the overturning of a kerosene lamp, but little damage was done, the flames being extinguished by the inmates and firemen, without recourse to pumping appliances.

DAY BY DAY.

WOMAN'S USUAL DISINCLINATION TO RISK DECISIVE ACTION DESERTS HER ENTIRELY IN HER LOVE AFFAIRS. MANY WOMEN WILL CHEERFULLY RISK MARRIAGE WITH A SELFISH SPEND-THRIFT OR AN ICY EGOTIST.
—M. P. Willecks.

There was a clean bill of health in the Colony yesterday.

We have received from the Asiatic Petroleum Company an artistic Chinese calendar bearing a Chinese pastoral scene in colours.

The Government Gazette publishes a list of masters, mates and engineers who passed their examinations and obtained certificates of competency during 1927.

The Empress of Australia, on her world cruise, arrived at Bombay on the 10th January at 6.50 a.m., and is due at Hongkong on the 10th February at 8 a.m.

His Excellency the Governor has appointed Mr. John Watson to act as Secretary to the Sanitary Board and Mr. F. D. Angus to act as Assistant Secretary to the Sanitary Board.

His Excellency the Governor has appointed the Hon. Mr. E. R. Halifax, C.M.G., C.B.E., to act as Chairman of the Licensing Board during the absence on leave of the Hon. Mr. W. T. Southern C.M.G.

The familiar "confidence trick" was successfully played on a Chinese married woman by two men who met her in Queen's Road East yesterday. The woman was relieved of a pair of gold bangles, valued at \$75, and a finger-ring valued at \$6.

An apprentice mechanic of the Tung Hing Lung Sk pyard, of Tai-koktsui, was removed to the Kwong Wah Hospital yesterday suffering from burns to his hands and body, caused by the explosion of a blow lamp, which he was using whilst working on the s.s. Wing Hong.

It is notified that, at the expiration of three months, the Tung Tin Restaurant, Limited, the South China Development Syndicate, Limited, and the Rural Land Investment Company, will, unless cause is shown to the contrary, be struck off the register and the companies will be dissolved.

A seizure of a large quantity of raw and prepared opium was made by a European detective on board a boat lying off Arsenal Street yesterday. According to a police report, 1200 taels of raw opium and 20 taels of prepared opium were seized by Detective Sergeant Pitches. No arrests were made.

The forthcoming wedding is announced of Mr. Thomas Wilfred Doyle (Shameen, Canton), son of Mr. and Mrs. T. Doyle of Melbourne, Australia, and Miss Alys Hart Brennan, only daughter of Mrs. W. M. Brennan, of Repulse Bay, Hongkong. The marriage is to take place at St. Joseph's Church on Tuesday, 7th February.

The weather report for the month of December shows that the average mean temperature during the month was 65.5, the highest temperature recorded was 79.9 on the 6th and the lowest 49.1 on the 9th. There was sunshine amounting to 176.1 hours in the course of 27 days, while 1370 inches of rain fell. It rained on only four days. The average mean humidity was 72.

Mr. Dick Norton's talented company of eleven artists, "The Globe Trotters," will present their entertaining revue, "Scenes and Screens" at 9.15 in the Star Theatre tonight. They will give a complete change of programme to-morrow night with "Pleasure-land," which they will repeat on Monday night, bringing their season to a close on Tuesday night with yet another brand-new programme, "Incidents." Booking for these revues is now open at Messrs. Moutrie's and the Star Theatre at the popular admission prices of \$3, \$2 and \$1.

EXCHANGE RATES.

London, Jan. 13.	
Paris	124
New York	48.74
Brussels	34.98
Geneva	25.31
Amsterdam	12.085
Berlin	20.47
Milan	62.20
Stockholm	18.13
Copenhagen	18.20
Oslo	18.325
Vienna	34.575
Prague	104.4
Helsingfors	193.4
Madrid	28.60
Lisbon	36.74
Bucharest	2.13/32
Bombay	5.29/32
Buenos Aires	47.13/10
Rio	1/6.1/10
Shanghai	2/74
Hongkong	2/0
Yokohama	1/11.1/10
Silver (spot)	28.5/18
Silver (forward)	204

—British Wireless.

IN PEACEFUL PEKING.

Impressions of a Foreigner.

Room the Far East from Manila to Tokyo in that leisurely fashion which alone is suitable to the Orient—and then, as a fitting climax, see Peking! And when at last the towering Chienmen Gate reveals itself to you, peering expectantly from the railway carriage window, when along the roadway paralleling the tracks there comes into view a long camel-train from the vast regions of the northwest, when pagoda and temple and palace-roof begin to appear beyond the outer walls, you will feel the lure of Peking already drawing you within its grasp.

Peking at last! The strangest, most picturesque, most surprising of cities, not in the least like one's anticipations, yet, as with Nikko, outdoing them all. The city of 3,000 years and more, of richly coloured history, of bitter realism, of flaming romance.

The city of the Changs and their twenty-eight emperors with their 600 years of rule; of the Tsins and the Yuans and the gorgeous and spectacular luxury of Kublai Khan, host more than six centuries ago to a fearless and wandering Venetian; of the stern but far seeing and high-aspiring Ming; of the decadent Manchus; and now the bone of contention of a dozen self-seeking militarists, yet still Peking, the wonderful, the ever-fascinating, the half-unreal, the never-to-be-forgotten!

Talk not of China until you know your Peking! Or, at least, until you have striven to make its acquaintance. For whoever has known it, whoever shall truly know it, any more than one may truly know London or Paris or Rome?

Indeed, Peking is the unknowable city. Its moods are as varying as the fortunes of its ephemeral rulers. It is grey to-day and brilliant to-morrow. It is lifeless and sombre to-day, but to-morrow it will be vivacious and sparkling. Its ways are as strange and unforecastable as its hundreds of miles of winding streets and tortuous alleys and passages so narrow that a ricksha blocks their strange traffic. Its surprises, both physical and psychological, are constant.

It is the very essence of the unexpected, and it is as uncertain as the identity of its next ruler. And so it is fascinating—fascinating with the never-failing appeal of the very uncertainty which hovers about it, alluring in the unexpectedness of the sights and sounds, and characteristics which it reveals, and sure of a place in one's memory equally because of the gorgeous pageant of its past and the high, if a little tarnished, colour of its present.

Picture to yourself Peking, not as the capital of a country torn by civil war, not as a city dark-robed in the shadows of internecine conflict and revealing the influences of bitterness and strife. For it is not that even to-day. Indeed one's first impression is that of the laborious industry and peaceful inclinations of its people, and of a friendliness toward the foreigner much more marked than in the South.

There is an orderliness here unknown to Canton under any conditions, less of noise and less of the sombre and depressing. Evidences of the grandeur of the past still linger, and there is even a kind of atmosphere of greatness, of breadth of vision and high aspirations, developed through centuries of Oriental culture and not yet entirely dissipated. For Peking yet epitomizes, as it has always done, the best in Chinese life, the highest in Chinese achievement and the really substantial and worth-while in Chinese character.

It is but a truism to suggest that the East is a constant succession of surprises, yet how abundantly is that fact illustrated in Peking! Speak but the name, and what is the average foreigner's immediate reaction? A beleaguered section—the Legation Quarter—and a handful

of European peoples in great peril, although, forsooth, in not half as great peril as they thought they were! But so lingers that memory of the venomous hostility of a Manchu woman that tourists come to Shanghai to-day, even, and exclaim, "Why, is it really safe?" at the very suggestion of visiting the most exotically alluring city in all the world.

Safe? Why—and here was the first of my own surprises—I have seen on every evening of my stay in Peking European women, especially the teachers in the various foreign institutions, walking freely and confidently through all parts of the city, in the streets most remote from the Legation Quarter, in many dark and narrow alleys through which the institution compounds are reached.

Could they do this in every American city? And the Yenching School of Chinese Languages, in whose commodious quarters the visitor may tarry at a nominal charge during his visit in Peking, is located more than a mile from the foreign district, in the heart of closely massed Chinese dwellings, and reached only through a long, dark, winding passageway.

Indeed, as I came to it by a ricksha from the Chienmen station the other day, I was sure that my coolie had mistaken the direction and was taking me, I know not whither. Yet presently we reached an open space, and there, enclosed by a high wall, was a broad compound containing the fine modern buildings of this extraordinary institution.

About the gate hovered a score of ricksha men, peddlars with strange and mysterious wares, curious old men, no less curious children, coolies, mendicants and curio dealers, a motley throng, but each ready of response to a friendly smile, delighted as children if the stranger perchance spoke a word or two of their own tongue, harbouring no more thought of hostility or "hatred of the foreigner" than a group of Polynesian women washing beside a Tahitian stream.

The Boxer incident has no significance in respect of the Peking, or of the China, of to-day; and neither that nor anything else unpleasant need hold an instant's place in the thought of the stranger planning to visit Peking. Indeed, I have never seen a more tranquil place, nor one less suggestive of conflict. The northern Chinese, of all the race always the most friendly to the foreigner, is quite the same to-day.

As, according to my custom, I have wandered at night through miles of the winding streets and narrow ways of the native districts, I have found the Peking Chinese so friendly that it has been another surprise, though in nine months of close contacts in many parts of China I have never had a single disagreeable experience.

But in Peking, though it be the capital of a war-torn land, there is even less talk of war, less of anti-foreign propaganda, even than in Shanghai. All of which makes for the stranger's pleasure and permits him to see Peking as it should be seen, rather than from the terraces of some vast tourist caravansary in the foreign quarter.

He can wander at will where wandering is a ceaseless delight, and where something unexpected and surprising and curiosity-arousing is to be found at every turning, nay, at every step. The ubiquitous ricksha coolie will often urge upon him the desirability of ricksha travel instead of wandering on foot, but never with the insistence of the tourist-spotted coolie of Hongkong and Shanghai; and the beggar will be encountered frequently, to be satisfied with two or three copers. But—and this is the most surprising of all the surprising things about Peking—is the peaceful appearance of it, the peaceful capital of a peace-loving people.

M. T. G.

ARMS HAUL IN MANILA.

SHIPPERS DENY GERMAN ORIGIN.

Berlin, Jan. 13. In view of suggestions that arms which were found on board the steamer Praga, when she arrived at Manila en route to China, came from Krupp's, it is pointed out in Hamburg shipping circles that these weapons actually came from a Czech-Slovak arms factory at Bruenn and were purchased by the Peking Government.

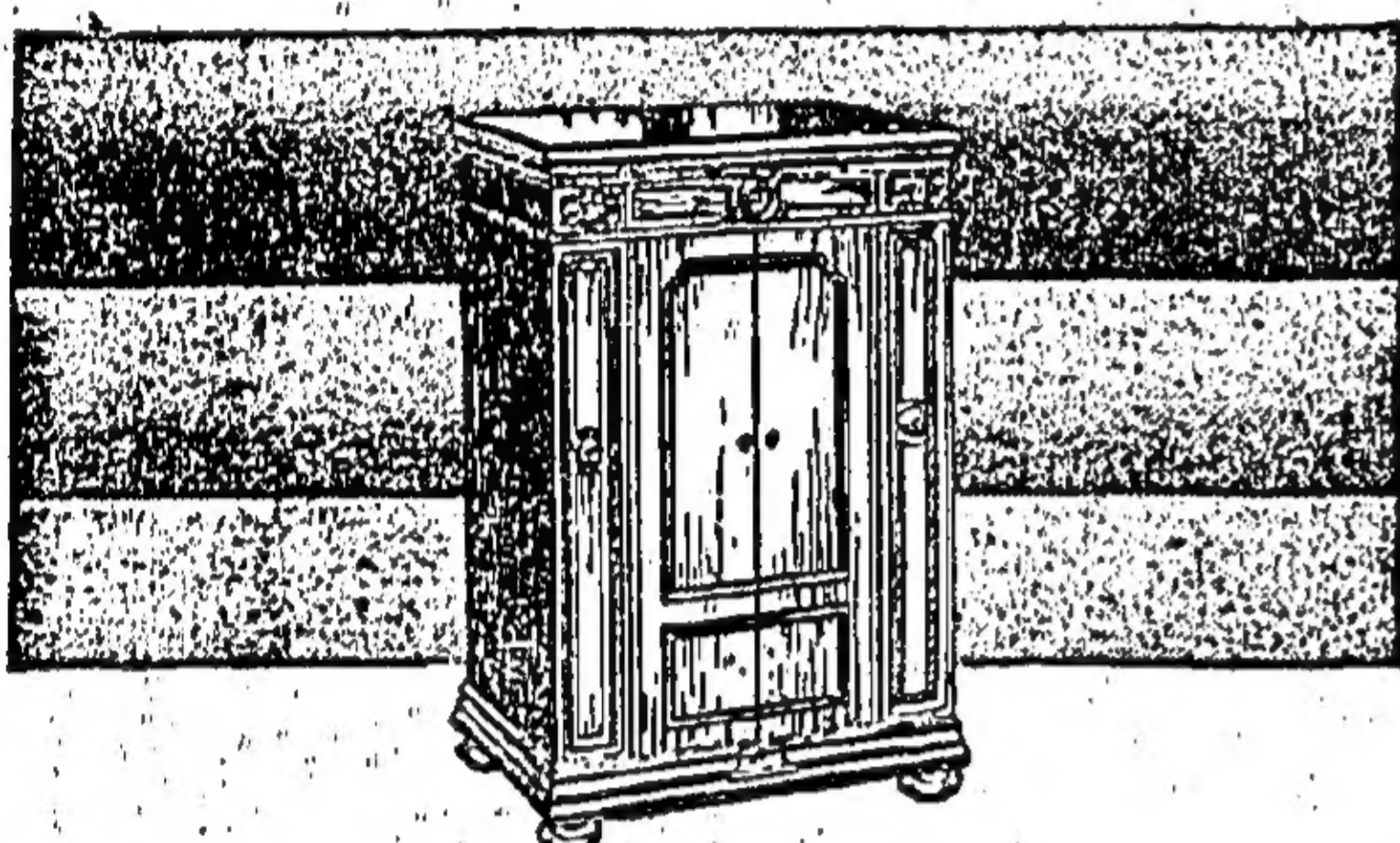
Germany was concerned only with their transit through German territory.—Reuter.

GERMAN POLITICS.

DR. GESSLER, DEFENCE MINISTER RESIGNS.

Berlin, Jan. 13. Dr. Gessler, the Minister of Defence, has resigned.

It is learned in political circles that President Hindenburg and the Cabinet have been trying for some time to persuade Dr. Gessler to retain his portfolio and go on sick leave, because the elections are not far distant and a Cabinet crisis at present is generally regarded as inopportune.—Reuter.



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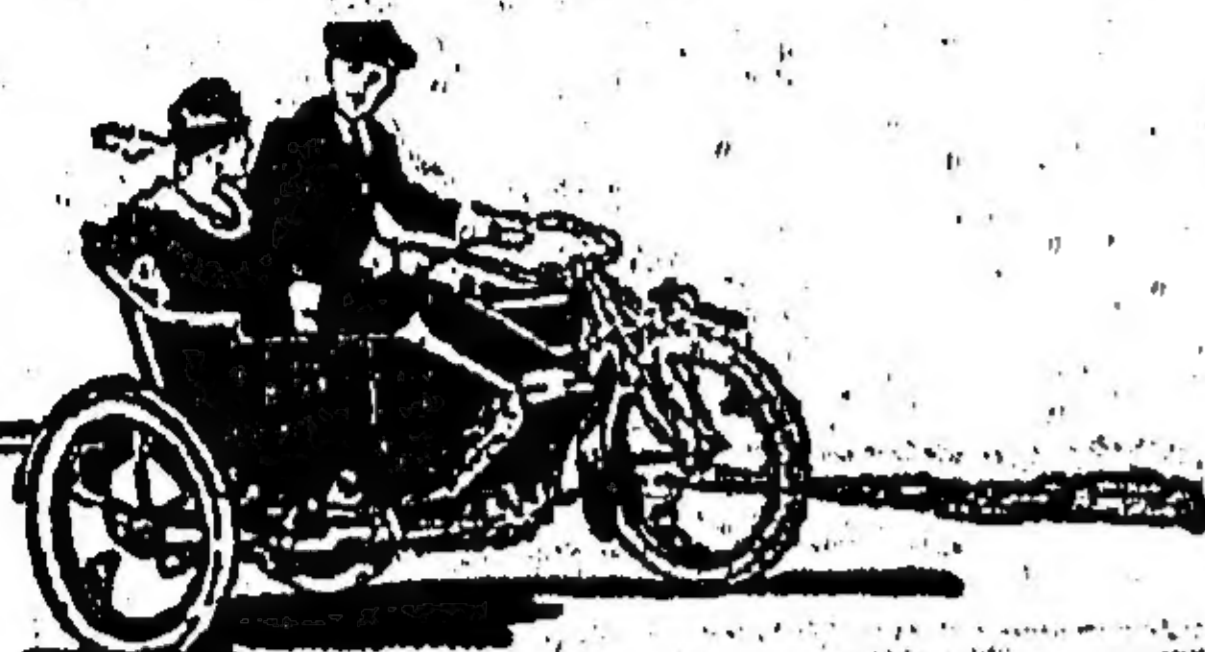
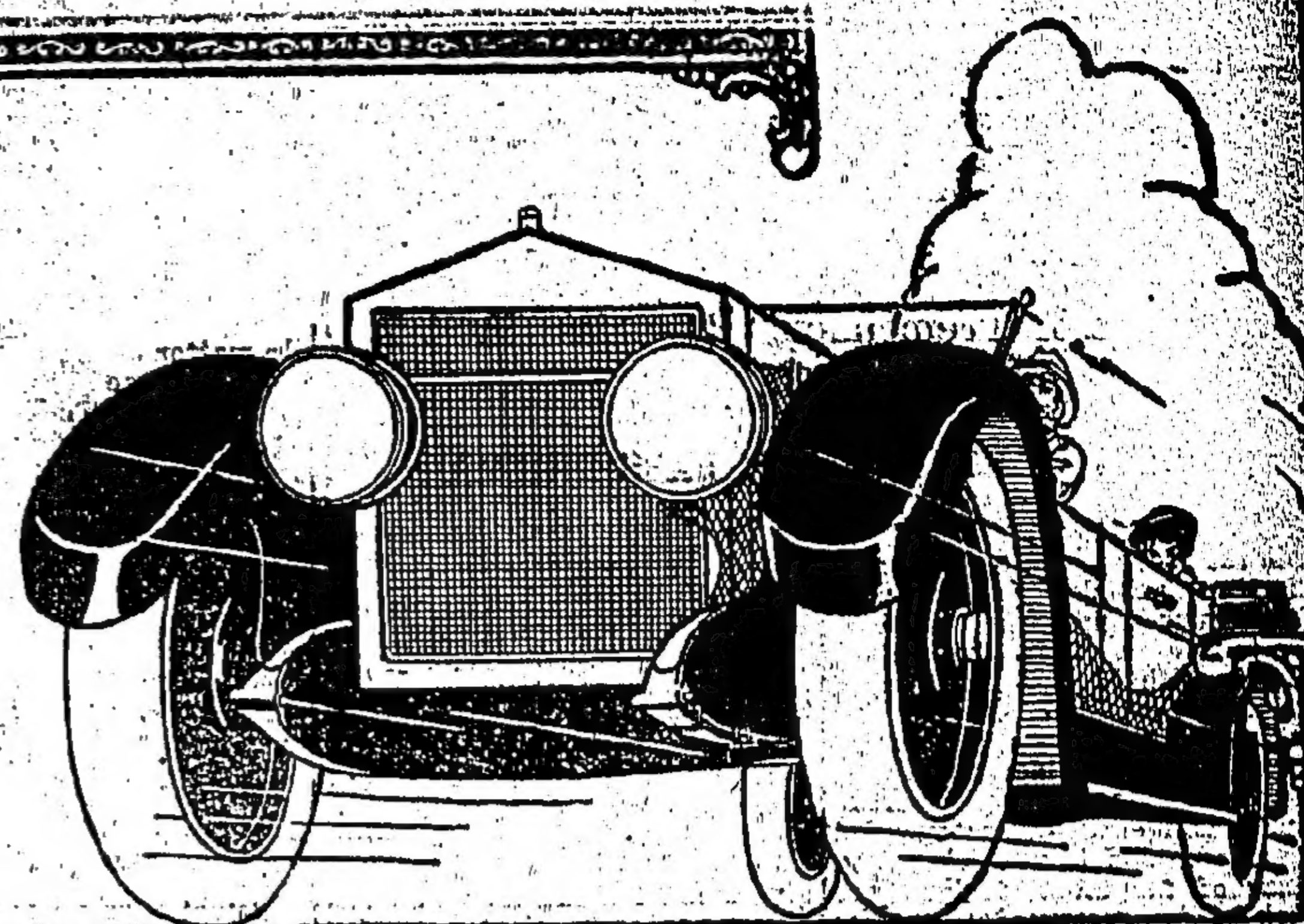
JEWELLERY

SILVERWARE

BARGAINS IN ALL DEPARTMENTS.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 14th JANUARY, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

On Signalling.

Although it is most essential that all drivers of motor vehicles should make themselves conversant with the local code of hand signalling, we rather take exception to the statement recently made from the Bench, that it is universal for drivers to wait until the car in front signals permission to pass. Unfortunately, this desirable system is not universally practiced, and we think that all regular road users will agree that there appear to be many reasons for the non-observance. Some drivers are too casual to bother about taking heed to the tools of a following car, while others seem to object to any other car passing them, even although their speed is low.

Not Compulsory.

As far as we know, there are no definite regulations governing the point, but the Traffic Department adopted a code of signalling some time ago (diagrams were published in this Supplement), and requested that all drivers should practice them. The point therefore arises as to what action the following driver is to adopt if he is unnecessarily impeded by a leading car, the driver of which does not pay heed to his horn-blowing? Should there be ample road room, and the locality not a controlled one, we do not see any harm in the one vehicle passing the other.

Another Point.

In discussing this matter with us, a local motorist ventured the opinion that in the event of a driver giving the signal to pass, and the following car doing so and immediately meeting with an accident with an on-coming car, the man who gave the signal might well be held liable for the smash. This forms a most interesting

legal point, but we rather incline to the belief that the passing car would be in no way relieved of responsibility on account of accepting another driver's signal. Whether signalled to pass or not, the act of passing should not be attempted unless the road is clear ahead. The one fact does remain, that it is certainly not universal for drivers to give the signal, and furthermore, that there is no definite regulation demanding that they should do so. To our way of thinking, such a regulation would be liable to abuse at the hands of the driver who obstinately declined to allow another car to pass him.

Thoughtfulness.

Mention should be made of the useful service performed by the Association's patrols on the night of St. George's Ball. Stationed at the City Hall, the patrols greatly facilitated the despatch of cars by opening doors, thus allowing guests to enter the building quickly, and keeping the stream of traffic moving.

New Members.

Since publishing the last list, the following motorists have joined the Hongkong Automobile Association:

Col. J. S. Bostock, C.B.E.
A. Brostedt.
R. A. D. Forrest.
W. Kee Tait.
F. J. Ling.
M. M. Maus.
W. R. M. McLay.
G. E. Mathews.
T. Monaghan.
A. L. Powell.
M. H. Roffey.
Dr. N. Shimokawa.
R. K. Valentine.
Major C. Willson.
L. D. Walsh.
W. G. Williams.
T. W. Ware.
W. H. Wu.

SPLASH-PROOF.

Japanese Mudguards.

Originating in Japan, a new type of mudguard which protects pedestrians from splashes may be made compulsory, also, in Germany.

The new guards are really like aprons, encasing the lower half of the wheels and being attached to the hubs.

Mud or water can only splash inward, under the chassis, when they are fitted.

EASILY DAMAGED.

Fuel Tank Gets Most Knocks.

Of every \$100 a driver spends for his car, \$64 of it goes to maintenance, a survey shows.

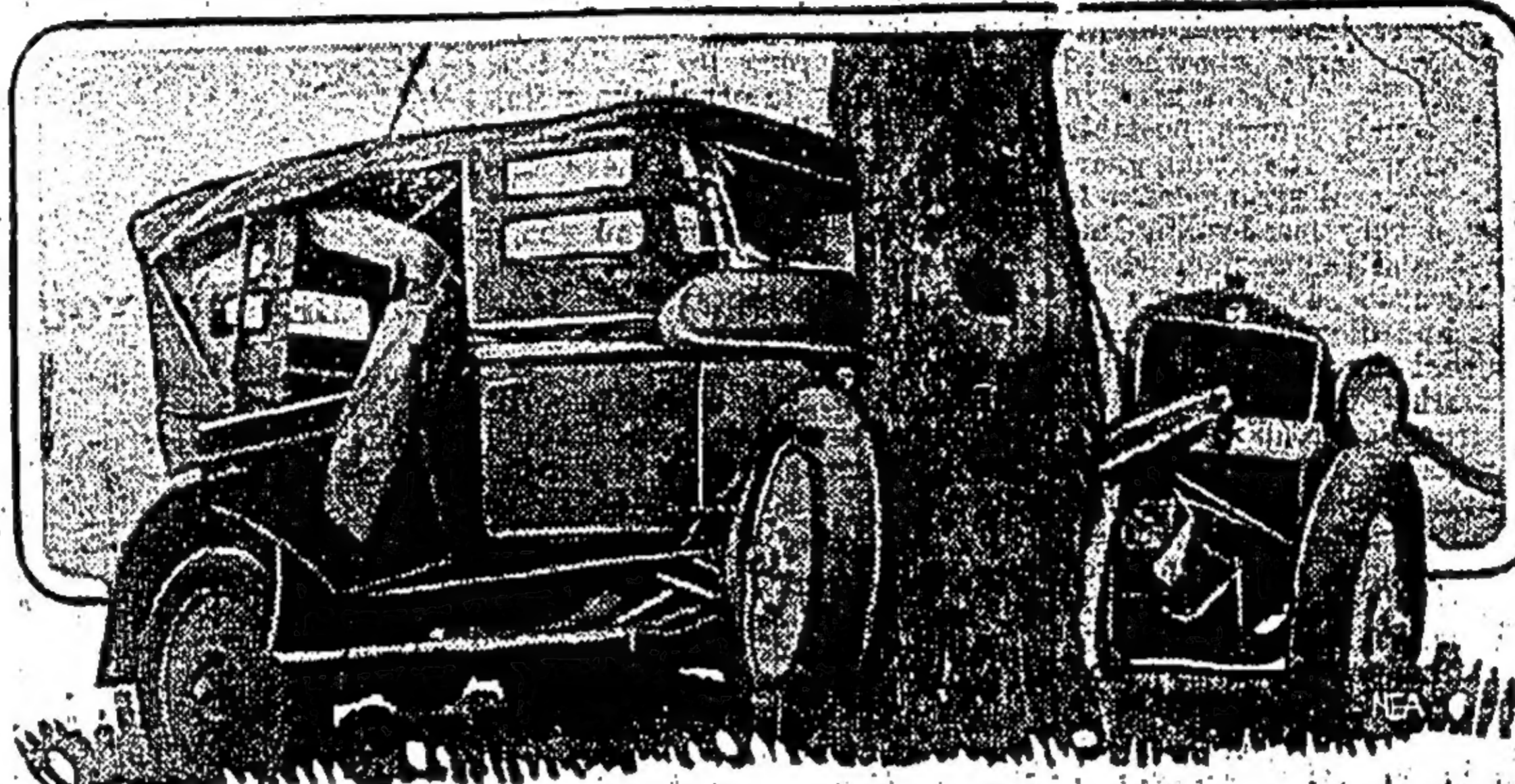
And most of this seems to go for repair of the fuel tank. One company made a survey of service operations on cars, and found that most demands were for repair of this part of the automobile.

"IT AINT GONNA RUN NO MO."



Dozens of motor vehicles were destroyed during Canton's reign of terror, the above picture showing a typical example. With the return of happier conditions there should be much activity in the motor trade in the motor trade in the City of Rams. (Photo Meri La Roy—Pathé News).

TWO AUTOS TRIED TO CLIMB SAME TREE.



Four Mishawaka, Ind., high school students who lived in the country were late in starting for school. Driving at a 55-mile-an-hour rate, their car skidded and struck an apple tree, with the result the picture shows. Berenice Synder, 15, driving, was thrown through the windshield and sustained fatal injuries, while the three boys riding with her were injured.

HERE ARE REASONS.

Morris Explains.

"SEE EXACT NEEDS."

The reasons for Mr. W. R. Morris's visit to Australia are contained in a letter from him to Mr. S. A. Cheney, chairman of directors of Williams Bros. (controlled by Cheneys (Aust.), Limited). "I want to see what the chances are for pushing British cars," says Mr. Morris, "and I want to gauge the sort of competition to be met. More than anything, however, I want to see for myself precisely what are the exact needs of the people I am catering for." "Mr. Morris's tour is instructive," said Mr. Cheney. "At home he has won great success. But success unqualified has penalties. Unless new markets are found saturation point for production is inevitably reached. It is not suggested that for Morris cars in England that point has been even nearly reached, but if Mr. Morris goes on producing mainly for his own country the day must come when either he must stop work and production development, and stabilize his enterprise, or he must spoil his own market."

LEAVE IT THERE.

Dumped in Streets.

FATE OF OLD CARS.

About 200 cars and trucks are abandoned, each year, on the streets of New York alone.

All over the U.S.A. the same thing is happening. Old cars are usually discarded after a serious breakdown, when the cost of repair would be almost as much as the price of another used car.

Civic authorities are kept so busy moving this debris that they began to prosecute the owners; but now number plates and identification marks are usually removed along with accessories.

LEARN THIS ONE.

"Hit-or-Miss." There's another phrase added to the motorist's vocabulary.

It is a description of a person who stands by the roadside and begs a lift from passing cars.

DRUNKS LOSE LICENCE.

Of the 41 licenses revoked by the state of California during the past two months, 21 were taken up because of drunkenness.

HALF AS COSTLY.

To-day's Car Prices.

1914 COMPARISONS.

"Judged on the gold basis of pre-war money, the cost of motor cars has been reduced by nearly half."

This statement was made by Sir George Beharrell, president of the Society of the Motor Manufacturers and Traders at the society's 21st annual dinner in London.

Referring to the improvement in cars, he said he did not know of any other commodity in the world where the same conditions prevailed.

The index number of the wholesale prices of materials was 153 in the first half of 1927, as compared with 100 in 1914.

"Yet the actual price of motor cars was now 88, as compared with 100 in 1914, in other words, prices had been reduced by nearly half."

TRUCK, TOO.

Ford Announcement.

"DOUBLE THE H.P."

A new Ford truck, embodying the same principles of motor and chassis as the new Ford car, will be introduced soon, according to a statement from Ford headquarters, Detroit (U.S.A.).

The newcomer will have "double the horse-power of the present model, and will be equipped with improved cooling and ignition systems, and new steering and transmission mechanism."

The announcement also stated that the manufacture of replacement parts for present model Ford trucks in use will be continued as long as any demand exists for them.

BRAKES IN OIL.

English Invention.

MULTIPLE-DISC PRINCIPLE.

Usually, oil in the brake-drums means the end of brake efficiency; but an English engineer has reversed the idea by patenting a braking system which works in oil.

His scheme is an adaptation of the multiple-disc-in-oil clutch, and works on the same principles.

A series of metal discs are keyed to the brake-drum, and an interleaving series is keyed to a

RUBBER BUMPERS.

British Invention.

SPRING STEEL BACK.

Bumper-bars of rubber, instead of metal, are now being used in England.

In construction, they resemble thick tread tyres, with the head gripped by a spring steel channel which provides a backing and fixing arm for the bumpers.

Advantages claimed for the new bumpers are increased resiliency, neat appearance, and prevention of damage to the paintwork of another car in collisions. Also, they are cheaper.

SNAKESKIN CRAZE.

Reptilian Decorations.

To be well dressed in Paris, now, your car must be upholstered and lined with snakeskin.

Parisienne have gone several jumps past the snakeskin shoes, bags and wristlet watch-band of the Australians, and are so crazed on the reptiles that the covers of rear-luggage carriers as well as spare-wheel sheaths are also of snakeskin to match the interior of their cars.

Final touch is added when the lady adopts a snakeskin motor coat of the same pattern, and a hat as close to it as man can fabricate.

TOO MUCH.

Oil Production.

PRICES KEPT DOWN.

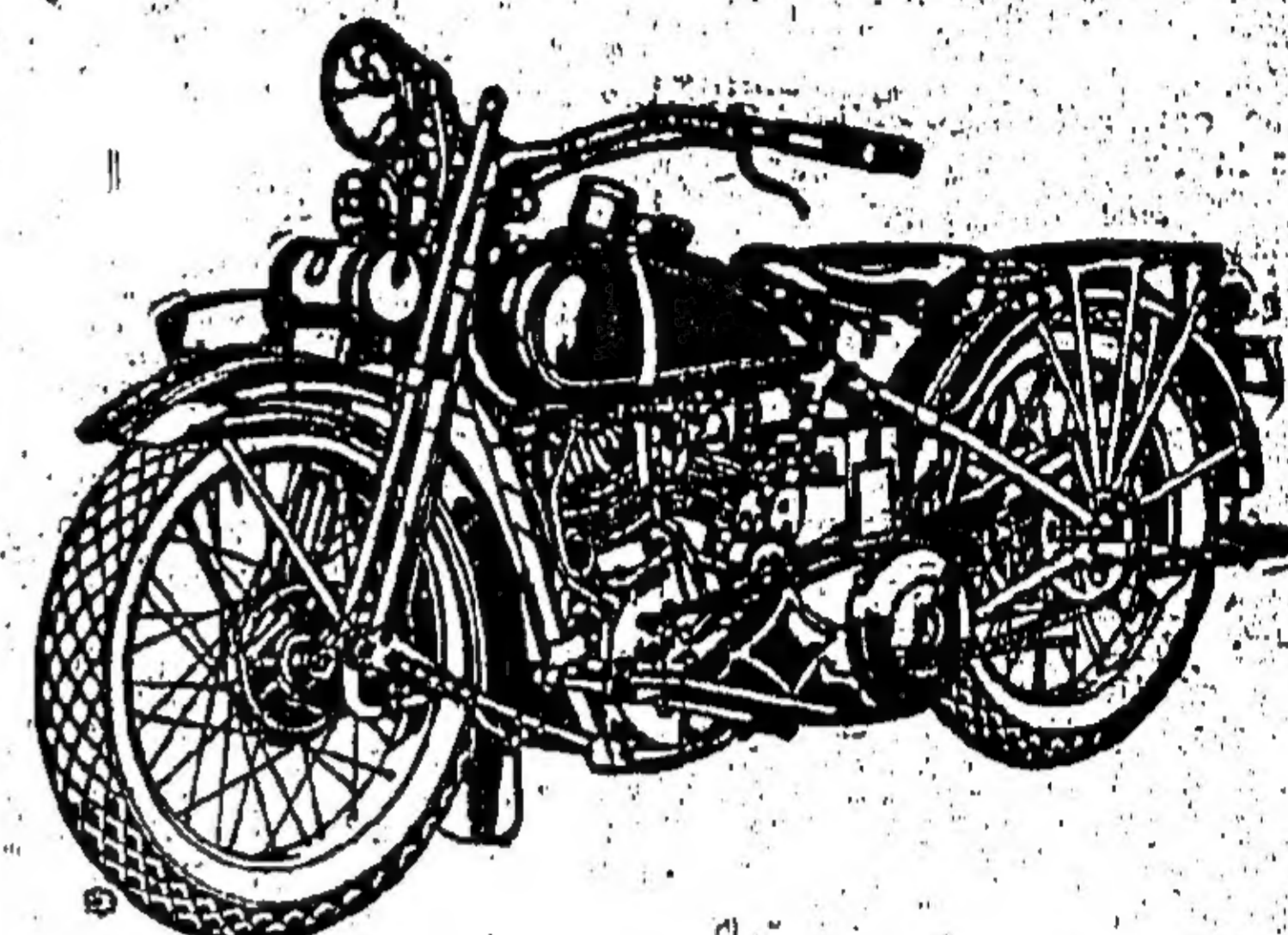
Average daily output of crude oil in America is still more than 2,500,000 barrels a day, and of this independent oil corporations control about 15 per cent., the remainder being owned by the big, world-wide organizations.

Economists state that the present output is far too much for current needs; but is responsible for the lower prices ruling. Prices in the central part of U.S.A. have fallen 6½ cents per gallon in 12 months, and distribution costs are cheaper.

This combination of events was reflected on the adjacent British market, where the price of petrol has fallen 5d per gallon in the last year.

boss, which is part of the steering head.

By means of a cam, pressure on the brake pedal forces the discs together, slowing and finally stopping the spinning discs on the drum. To prevent dragging or sticking, very light springs are interposed between the discs to force them apart when brake pressure is released.



HARLEY-DAVIDSON-1928-FEATURES

For-wheel Brakes, Throttle-Controlled, Mechanical oiler and carburetor air cleaner, are prominent FEATURES. Second Shipment of The FAMOUS 1928 MODELS NOW HERE.

BOOK YOUR MOUNT NOW-ALL WILL SOON BE SOLD.

For Full Particulars Ring K. 1242.

THE GASCON MOTOR CO.,

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.

Tel. K. 1242 2, Kwong Wah Road, Kowloon.

(Opposite The Steam Laundry)

A GOOD ASSORTMENT OF SPARE PARTS AND ACCESSORIES IN STOCK.

Day by Day Destruction Hides Inside Your Motor Engine.

Your motorcar may run with apparent smoothness and efficiency—yet, hidden away in the engine crankcase, old, worn-out oil may be slowly wearing and wrecking many costly engine parts.

As you drive along, mile after mile, day after day, drops of unburned benzine and little particles of dirt, carbon and steel are constantly entering and mixing with your crankcase oil. Oil used for 1,000 miles is invariably thinned out, weak and full of destructive foreign matter.

Thinned-out oil does not protect—it permits friction, causes burned-out bearings, scored cylinders, seized pistons, engine labour and loss of power. At least half of all automobile engines develop the noises of wear long before they should. The cause is not wreckless driving, but wreckless lubrication with used, impure oils.

Play fair with your engine. Even with Mobiloil protection, contaminating influences are at work. Keep your Mobiloil full-bodied and fresh. Regularly drain off the old oil, and replace with new, every 1,000 miles, and you'll give your car more miles of quiet trouble-free power.



VACUUM OIL CO.

OLYMPIA MOTOR TRANSPORT
EXHIBITION.

Evidence of Tremendous Progress—Part 2.

THE CARRIAGE OF PASSENGERS.

In the sphere of the passenger-carrying vehicle the principal developments since the last show are in respect of six-wheelers, of chassis with low loading line, of weight reduction and of improved equipment. In general, engine power has been increased with consequent increase of average and maximum speed, accompanied by a reduction in gear changing. Many of the latest designs are such as to accommodate bodies which, when double decked, take so many passengers as to represent a practical limit in this respect since buses, being speedier than trams, have a somewhat lower practical limit of carrying capacity, dictated by the ability of the conductor to collect the fares in the time at his disposal.

Six Wheelers.
Certainly the most striking of all the changes in design during the past two years is the rapid development of a large group of six-wheeled chassis of proved capabilities. In this group certainly one of the most impressive exhibits at Olympia was the Karrier six-wheeler designed to take a 72-seated body. The engine of this vehicle is of the single-sleeve-valve type and will develop up to 120 h.p. It combines fine powers of acceleration with low fuel consumption and absence of vibration at all speeds. All the auxiliaries are placed in accessible positions on the near side of the engine. The temperature of the cooling water is controlled by radiator shutters. The single plate clutch is air-cooled and the change-speed quadrant is mounted upon the engine. The lubrication is on the dry-sump principle, a rotary-vane oil cooler being fitted. The frame is a very impressive job and is "specced" to allow ample freedom of movement of the driving axles. Air pressure brakes are fitted and the gears so arranged that the brakes may also be applied mechanically when required.

Another exhibit here was a 40-seated six-wheeled bus, forming

one of a considerable fleet of Karriers for the Corporation of Edinburgh; and the firm also showed a 26-seated four-wheeled coach.

A new six-wheeled chassis which attracted very favourable comment at the Show was that which formed the basis of the Halley "Super-Safety-Six" Pullman coach. This is designed to give a low loading level and has a powerful six-cylinder engine developing up to 72 h.p. at 2,000 r.p.m. Westinghouse power operated brakes are fitted, rendering high speeds compatible with complete safety. The complete vehicle, as shown, has a single decked double-entrance body with very luxurious accommodation for 36 passengers. The same firm showed a smaller 20-seated omnibus on a four-wheeled chassis with four-cylinder engine.

The Associated Daimler Co. showed a six-wheeled 68-seated completely enclosed double-decker of new design and embodying special features in respect of the arrangement of its springs and the two driving axles. The engine is a six-cylinder Daimler with sleeve-valves and rated at 60-120 h.p. The brakes are of the Westinghouse air-operated system, and, as is usual on six-wheelers, giant pneumatics are fitted to all wheels.

Guy Motors showed a very handsome completely enclosed double-decker on a six-wheeled chassis. This has a 45-90 h.p. 6-cylinder engine arranged for the driver to sit alongside the engine. Mechanical brakes apply to all the driving wheels and the body accommodates 72 passengers. The equipment includes a constant voltage lighting set and an electric starter.

Tyres and Electrical Equipment.
Mention has been made of the general fitting of pneumatic-tyres on six-wheelers; consequently at this point attention may well be drawn to the "Maxfield" engine-driven tyre pump, introduced by Messrs. S. Smith and Sons. A

special feature of this pump is the system of lubrication, which is such as to allow the pump to withstand a large degree of misuse, and also to deliver the air at the tyre in a much purer form than is possible when the oil is actually contained in the pump. The writer has also referred to the matter of the electrical equipment of large passenger carrying vehicles. The Tungstone Accumulator Co. are now manufacturing a battery especially suitable for the lighting of double-deck buses. At the Show continuous demonstrations were given of this battery undergoing service tests of charging and discharging and also submitted to short circuiting. A further test was one of excessive vibration, and the lights were observed to remain burning steadily without anything in the nature of a flicker, despite the rough treatment the battery was receiving.

Petrol Electric and Electric Vehicles.

Messrs. Tilling Stevens have recently introduced a petrol electric six-wheeler. The electrical equipment naturally embodies the principles that have been incorporated in this firm's products for very many years past. The flexibility of this type of transmission lends itself admirably to the large six-wheeled vehicle, giving a smoothness in operation which cannot possibly be obtained with the usual gearbox. The general arrangement is such that a very low loading-line is secured and the engine, which is of Ricardo design, has 4-cylinders and develops 92 h.p.

At present there are not, on the British market, any ordinary electrically-propelled road vehicles in the six-wheeled class; a considerable market is, however, being found for electric-trolley buses, which represent a useful compromise between the motor omnibus and the tram-car. In this sphere Messrs. Ransomes, Sims and Jefferies have produced an admirable six-wheeled chassis, constructed to take 68 passengers in a completely enclosed double-deck body. The chassis is fitted with a 65 h.p. traction motor running at 1,000 r.p.m. and having two armatures within one casing, suitable for series-parallel control. Brakes on the Westinghouse air-pressure system apply to all six wheels.

The same firm showed a two-ton electric truck with 16 inch wheels. This truck is steered on all four wheels and the electric motor is supplied with current from an ironclad oxide battery.

It is fitted with elevating gear and the control is extremely simple. It is, of course, designed for industrial purposes and for work in railway stations, docks and so on, rather than for ordinary use on public roads.

Full Use of Aluminium.

Among the four-wheeled chassis certainly one of the most interesting was an A.D.C. exemplifying the efforts which are being made to reduce weight in a scientific manner without reducing chassis strength. This weight reduction is brought about primarily by the extensive use of high-tensile aluminium alloys. The engine is a six-cylinder Daimler with sleeve valves, rated at 40-70 h.p., and the chassis is fitted with four-wheel vacuum servo-operated brakes and "one-shot" lubrication. The process of weight reduction is applied to the body, aluminium being used for the panels, roof-ends, window frames and interior fittings. The result is a notably light and fast vehicle which certainly ought not to be regarded as experimental in view of the tremendous experience in the use of aluminium that is possessed by Mr. Pomeroy, the chief engineer of the Company.

An entirely new chassis for a 20-seated coach or bus was shown by Messrs. Thornycroft. This was fitted with a six-cylinder engine developing up to 70 h.p., and powerful internal expanding brakes on all wheels, with a vacuum cylinder to relieve the driver of effort. The rear springs are provided with rebound shock absorbers. The vehicle shown forms one of a repeat order from the South African Government Railways who have a large fleet of Thornycrofts in operation. On the same stand was an 80 h.p. 32-seated omnibus with 6-cylinder engine.

Touring Coaches.

Messrs. Dennis Bros. showed a fine variety of four-wheeled passenger chassis and complete vehicles. A useful model to form the basis of a comparatively light bus has a 36 h.p. four-cylinder engine, inverted worm drive and four-wheel vacuum servo-operated brakes. One example of this chassis was shown under a Fabrikoid saloon body to seat 20 passengers.

A heavier Dennis chassis shown under a "Parlour" coach body has an engine developing 70 h.p.; and a chassis of similar power forms the basis of a 35-seated single-decked vehicle. Finally there was a handsome covered-top double-decked Dennis bus, again fitted with a 70 h.p. engine and having accommodation for about 64 passengers. The chassis of this last named vehicle is quite new.

The Albion passenger-carrying exhibits took the form of a 30-60 h.p. saloon touring coach and a 22-seated single-decked overtake bus of the same horse power. The first of these was particularly attractive in appearance and has been specially designed for long distance service or touring purposes. The vehicle has a wheelbase of no less than 16 ft. 3 ins. as a result of which the passengers can be accommodated in the utmost comfort. The equipment is very luxurious and complete, being comparable to that of an absolutely first class touring car. Admirable accommodation is provided for luggage and adequate illumination is assured by a C.A.V. lighting set of ample capacity.

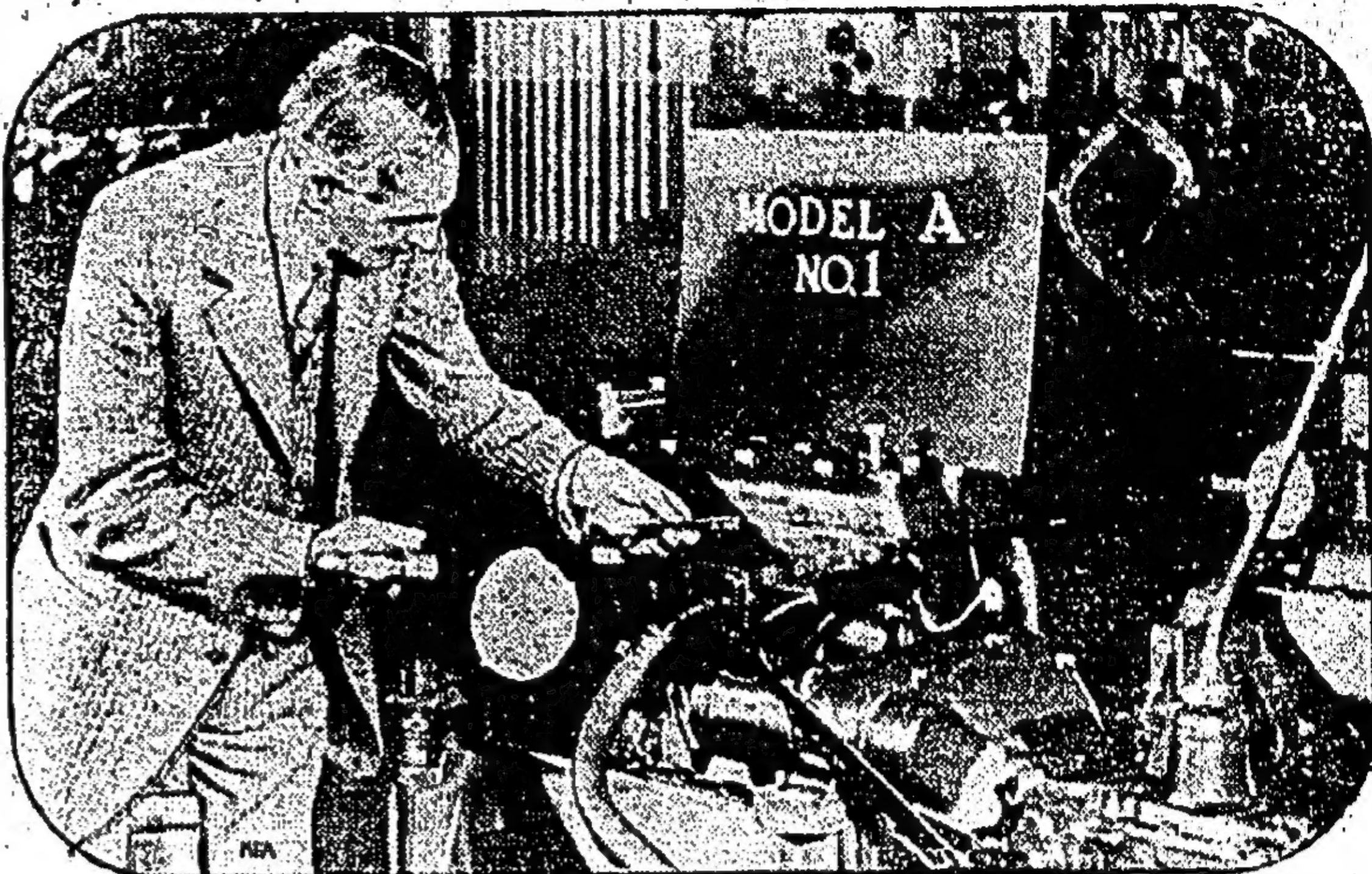
A very reliable vehicle in which high speeds are reconciled with a high degree of comfort is the Star "Flyer". This has a six-cylinder engine with overhead valves, a twin dry-plate clutch and a four-speed gear-box. The whole design is very clean and accessible. In all six brakes are fitted.

New Six-Cylinder Buses.

While fully maintaining the large production of their well known "Lion" and "Lioness" passenger models, the Leyland Co. have now produced a very interesting range of six-cylinder passenger-carrying chassis, after some eighteen months of strenuous experimental work. These are known as the "Tiger" and "Tigress". The former is a full capacity single-deck passenger model, in which the driver sits beside the engine; while the "Tigress" is similar but of bonneted pattern. A third model is the "Titan", which is a powerful six-cylinder double-decker. Though not exhibited at the Show, the range includes a six-cylinder six-wheeler, designed to carry a 72-seated double-deck body. In each case the six-cylinder engine is of the over-head-valve type and unit construction of engine, clutch and gearbox is adopted. Four-wheel brakes are fitted with power-operated mechanism.

Exhibitors at the Exhibition showed unanimous satisfaction with the business done, and the number of visitors at the Show was something like 60 per cent. in excess of the figures on the occasion of the last exhibition held in London. A further satisfactory feature is that good trade is not confined to one section of the industry's products, but is being experienced equally in respect of goods and passenger-carrying vehicles.

FORD STAMPS FIRST OF NEW MODELS.



Henry Ford and the new "Model A" engine that soon will be pulling the new Fords over every street and highway in America. Mr. Ford is stamping the number on the engine.

TEST INSTITUTE.

Sweden's New Plan.

TRY BEFORE YOU BUY.

Buyers will soon be harder to convince in Sweden.

Instead of believing the salesman or asking for a demonstration, they will take the car along to the testing institute at Stockholm and ask the professor to tell them the truth.

This test plant is to be built next year by a private company, which will fix a charge for reporting on each car submitted.

Cars will be driven over rollers which will give any grade or road condition desired. Speed, riding, and hill-climbing capabilities; brake action and petrol consumption will all be tested by the technical experts in charge.

AUTO ACCIDENTS HIGH.

Of the 96,715 motor vehicle accidents in the United States last year, the National Safety Council reports 23,000 were fatal.

BRING OUT YOUR REMEDIES.

A Commission will probably be appointed in Sydney to study the traffic problem.

You would say that this Commission

Could not make one small omission.

Of suggestions proffered; It will call on all and sundry And indulge in subtle fun, dry— This has always occurred.

It will march ranked statistics, Talk of tonnage and ballistics, And the sizes of boots; It may study tyre impact, Skiddy curves, and bends and— in fact—

Put a limit on toots.

There will be some cater-wauling

Over buses, and their hauling Some big overloads;

You may hear remarks, abusive, Hurled at that strange force,

elusive, That shatters our roads.

And the men who cross the crossings

Will indulge in verbal tossings, Urging safety zones;

While the drivers who succeed them Will suggest that we should breed men

With unbreakable bones.

Some will want to banish parking;

Others, advocate the marking Of "stop" lines on the streets;

And the men who're not quick stoppers Will insist that traffic coppers

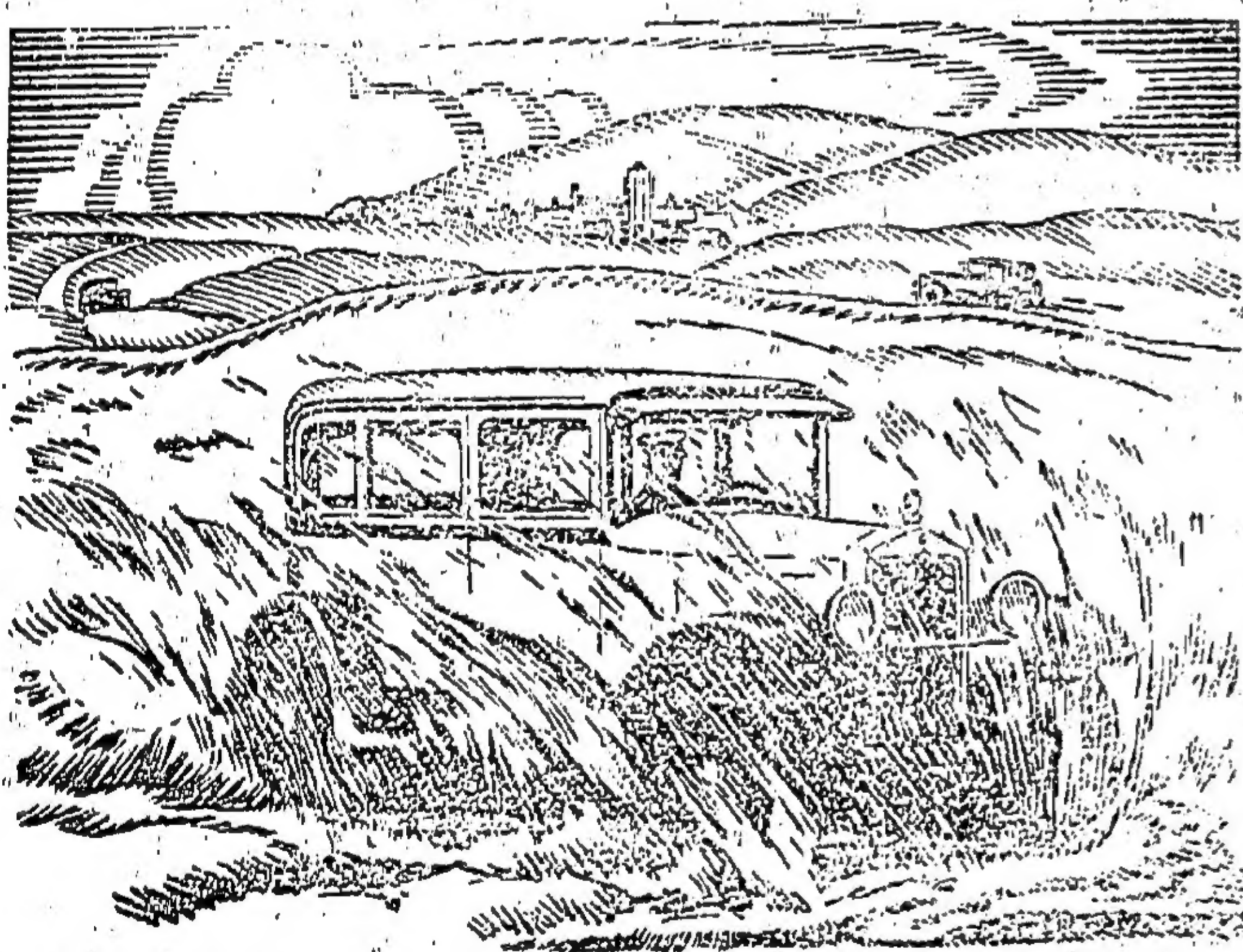
Be all garbed in white sheets.

But will anyone suggest it? Men who study have confessed it

Would prevent many jams; That the traffic can be speeded

in the city. And what's needed is to throw out the trams.

(Sydney Sun) —Doc. Tor.



ERSKINE SIX...

4 years proved
when 2 years old!

PERFECTED during two previous years of ceaseless, rack-ing tests on Studebaker's 800 acre Proving Ground, the Erskine Six flashed to world-wide popularity at the beginning of 1927.

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cost—yet of typical Studebaker quality throughout. Low in yearly cost—yet typically Studebaker, in its brilliant six-cylinder performance.

The new low price of Studebaker's Erskine Six includes bumpers, shock absorbers, and many other items of equipment with no extra cost!

Studebaker's New Erskine Six Models from \$1150 to \$1250
Studebaker Models from \$1450 to \$2700

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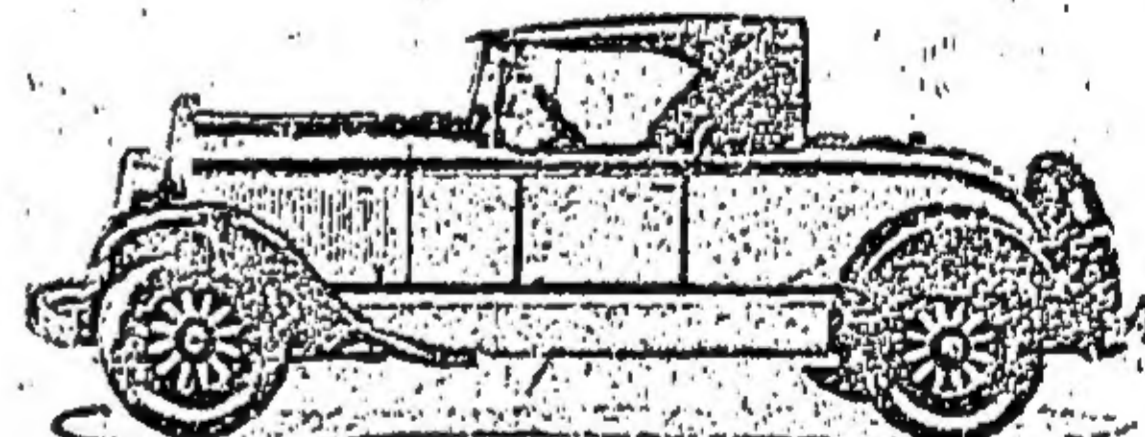
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—the Beauty, Economy and

long life of Chrysler Cars have

won them an ever widening acceptance among discriminating motorists,

who, nevertheless, appreciate sound value and true economy.



MODEL "52"

Price from \$1,050 to \$1,275

MODEL "72"

Price from \$1,800 to \$2,250

MODEL "62"

Price from \$1,350 to \$1,500

MODEL "80"

Price from \$2,500 to \$5,500

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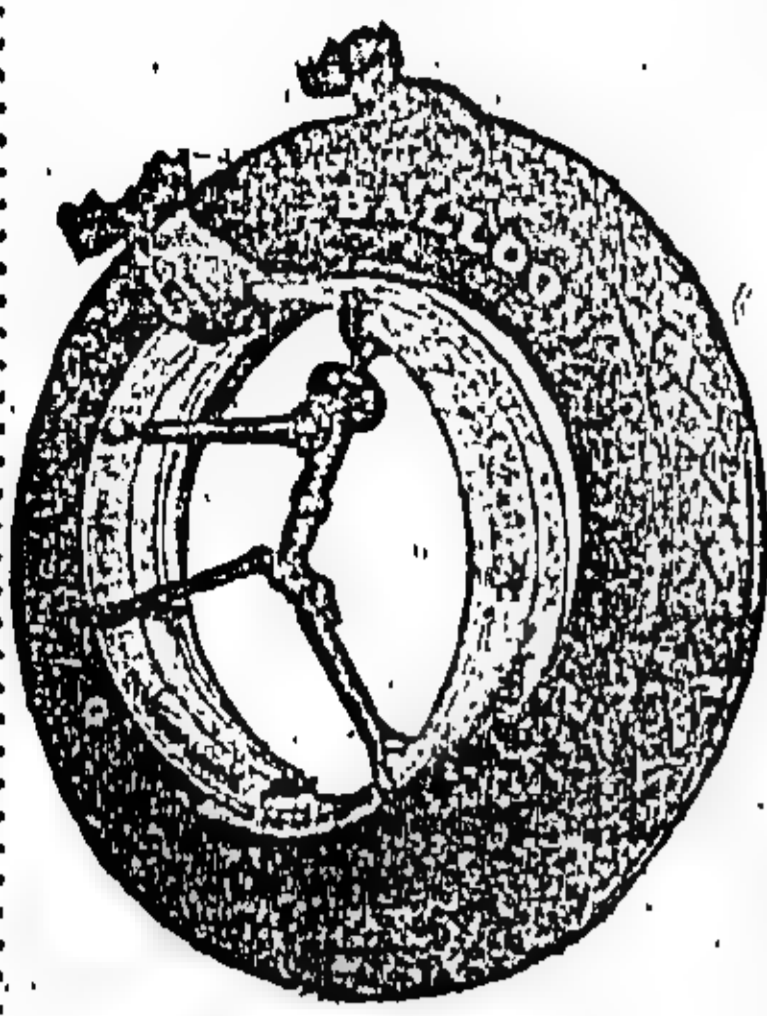
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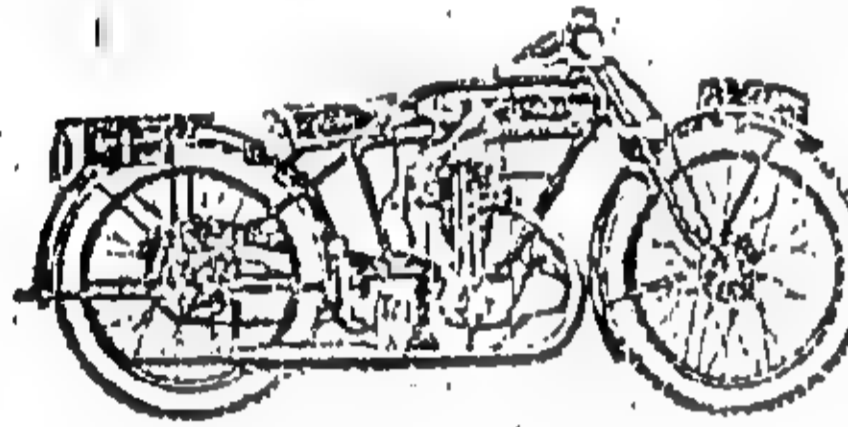
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RACING IN BLAZING CAR.

Major H.O.D. Segrave's Reminiscences.

Some of the most humorous incidents of my racing career were packed in the two eventful years of 1922 and 1923 (writes Major H. O. D. Segrave, the World's Champion Racing Motorist, in the *Sunday Express*). One of the best occurred in 1922, when Lee Guinness and I were on our way to race at Strasbourg. I was three or four miles ahead of him on the road, both of us doing about 100 m.p.h. Right ahead lay a clear stretch, on which I opened out and let the car really go.

At the end of the straight I swung round a corner, and was amazed to see a long straggling village sprawling ahead of me. It had been hidden by the hedges, and I was into it before I knew where I was.

I wondered what on earth to do. By the time I had finished wondering I was through the village, still at 100 m.p.h., out at the other end, and over the brow of a hill.

All I saw as I flashed through was a kaleidoscope of houses and fleeing people and a blur of blue as the local gendarmes poured screaming and yelling out of the "posts."

Over the hill I stopped, got out, and stalked cautiously back by the hedge side to the village to see what would happen to Bill.

The Thunderbolt.

Half the population was gathered ed gesticulating in the street, screaming as only Frenchmen can, and wondering what sort of a thunderbolt it was that had disturbed their rural peace.

Suddenly the roar of Guinness' open exhaust smote on their ears. "Nom de Diable! Here was another of those 'sales voitures,' those cursed racing motorists."

Quick as thought the street emptied, the gendarmes poured into the "posts," the peasants rushed to the inn and to their houses—and the next moment every house seemed to erupt men with bicycles!

These they proceeded to lay across the road—a long line of eighteen or twenty bicycles. Then they all scuttled back to cover like rabbits. The street was deserted, silent.

A second later Bill shot round the corner like a tank on wings, saw the bicycles, gasped with horror, trod on every conceivable thing in the car, and pulled up with a screech of tyres about a yard from the barrier.

Immediately every house poured forth gendarmes, postmen, peasants, mayors—there seemed to be lots of mayors—and women, who screamed, gibbered, and cursed, while the forest of the lot invited Guinness in thunderous tones to "come and be arrested." Meanwhile the rest excitedly piled all the bicycles against his bonnet. It was exactly like a scene from a comic opera.

Strategy.

Guinness did the only thing possible. He pretended to understand no French, stared owlishly at the gesticulating maire, and solemnly produced a map, which he unfolded.

"On est la route a Strasbourg?" he inquired in an atrocious accent. His untroubled calm was too much for the maire, and the gendarmes. They seized on this new issue, and all screamed together. There were three roads to Strasbourg at the point, as Guinness well knew and the crowd divided into three camps on the subject. One yelled directions for one way and the other two for the alternative routes. Lee Guinness had judged Gallic psychology very well.

Suddenly as they were all gesticulating anew he backed the car, the bicycles fell down, the crowd sprang back, and Bill shot round to "one side of the 'barriera,' and was out of the village like a flash.

That was not the only amusing feature of the run, for when we got to Strasbourg, we found the approaches to the racing track packed with cars and people. We turned down a side street to avoid them, and were at once stopped by a gendarme, who refused to let us pass.

It was useless to tell him that we were actually entered for the race. He refused to believe it. Every spitting, snorting little car in the city had a number painted on it, and an open exhaust, and half the drivers seemed to have told the police that they were competitors.

Our gendarme was no more inclined to believe us than any of the others. It looked as though we should miss the race.

In the midst of it all, as we were still arguing, there arrived a mounted policeman, who backed his horse into the crowd and demanded to know what the fuss was about.

I was about to explain all over again, when Lee Guinness had an inspiration. He opened his

exhaust, which let out a roar, the horse went up on his hind legs, the police rushed to pull him down on all fours again, the crowd opened out, and we got away.

It was rather a risky thing to do, and I fully expected a bullet in the back, for the French gendarme does not hesitate to fire at you if he gets a little excited.

A Wager.

Just before that particular race at Strasbourg, Julio Mazetti, who was a member of one of the oldest families in Italy, delightful fellow in every way, and the idol of Florence, betted that he would go round a certain right-angled corner at 75 miles per hour.

We all betted that he could not. He said he would, and he did—and finished up in the bar of an inn with bricks and mortar raining down on him and the bonnet of his car peering into the kitchen beyond.

He was not hurt, although he was killed later in Italy. All Florence turned out to his funeral.

I did not finish at all in that race, but spent the next few weeks in bandages. Halfway round my mechanic had to fill up with petrol. He spilled about half a gallon on the seat, and left a great puddle where I was to sit. I would not wait to waste time in mopping it up, but jumped in and sat in it.

Soon afterwards I was in agony. It burned all the skin off my flesh and left me raw and bleeding. Petrol burns are far worse than fire burns because they go so much deeper. It eats into your flesh.

Saved!

A few minutes later a valve broke and the car stopped, so I was delivered from the further agony of having to finish that race minus half my skin.

I was turned in a very different way while racing at Barcelona in 1922, when a valve broke, petrol escaped into the car, caught fire, and I was driving with my feet in flames until the soles were burnt off my shoes.

I stopped once to fill up and cool my feet, and Mr. Coatalen said: "That's all right, Segrave! When you're burnt again, just get out and put your feet in a puddle!"

I was only burned when rounding corners, however, for on the straight I kept the car going at over ninety miles an hour, at which speed the flames were sucked back into the engine. I have seen other drivers, however, forced to stop and put their feet into buckets of water.

I shall always believe that the fastest mile of my racing career was done, not in Florida, but one day when my petrol tank caught fire.

An Uneasy Seat.

A sheet of flame shot out of the back of the car.

I was sitting on thirty or forty gallons of petrol, with the full knowledge that if I slackened speed in the slightest it would all run forward into the car, and I should catch alight. The road was on fire, as well.

I do not know what speed we did with that sheet of flames shooting out of the back, but I am certain the car never went so fast before or since.

Luckily we had a straight road, and soon used up all the petrol. That was at Nonancourt, near Paris.

The most astounding accident I have ever seen on any track happened at Boulogne in the Boillot Cup Race in 1923.

Many of the spectators crowded too far on the track, and one man, apparently a little bored with the cars, bent down to tie up his bootlace.

The next moment he was still bending down, tying up his lace—but without his head! It was never found.

This was how it happened. Chassagne was approaching the man, but well out in the track, when his spare-wheel broke loose, bounded forward in front of the car, travelling at about 115 m.p.h. and beheaded the man.

The head, as I said, was never found. It was pulverised. The hat was picked up.

An almost similar but merely amusing accident happened to me on another corner in the same race.

There, again, the crowd had pressed too far forward on the track, and a woman stood at the apex of the crowd on the corner.

I shot round, tried to avoid her, and missed her by six inches, but her skirt blew out and caught the hub of my wheel.

The next second she was standing on the corner in "plus fours," while the shreds of her skirt were sticking to my car a mile away!

That little incident reminds me, quite why I do not know of a trip I made from Charters to Tours at 2.30 o'clock in the early morning.

STOCK CARS' RECORD.

Studebaker's Splendid
Performance.

25,000 MILES TRIAL.

Three stock automobiles—two Studebaker Commander Sport Roadsters and a Studebaker Commander Sedan—have established new world records for speed and endurance, each car travelling 25,000 miles in less than 25,000 consecutive minutes on the Atlantic City Speedway, according to an announcement made by officials of the American Automobile Association, under whose sanction and observation the run was made.

The two Commander Sport Roadsters finished the race together at 1.37 p.m., November 3rd, 15 days, 22 hours, and 48 minutes, or 22,968 minutes, after the starter had whipped his flag down at the beginning of the run. The average speed for the entire distance was 65.31 miles per hour. All stops for gasoline, oil, water, and repairs were included in the 22,968 minutes.

On the night of November 2nd, the third car, a Commander Sedan, while travelling at a speed of 65 miles an hour, skidded on the icy track and turned completely over. The car was righted, hurriedly repaired, and sent on its way again, soaring around the wooden oval. Despite the fact that practically two hours were lost in getting the sedan back on the track, this car finished the 25,000 miles with flying colours and set an average of 61.93 miles per hour for the distance.

A car travelling 25,000 miles in 23,000 minutes is a feat that can hardly be grasped by even the most active imagination. Had it been possible for these three Commanders, instead of circling the speedway, to start due east of Atlantic City, they would have gone around the world once and then continued on a second circumnavigation, winding up their trip somewhere in Turkey.

The run was a unique one in every respect. Wind resistance—something barely considered by the average motorist on the highway—cut down the speed of cars as much as 15 miles an hour at times. All day and all night the timers checked the speeding cars by chronometers which were previously tested by The U. S. Bureau of Standards at Washington and certified correct within one tenth of a second in 24 hours.

Nor was the timing of the cars left to the probability of errors of a stop-watch in human hands. Electrical recording devices of great delicacy operated by a wire on the track which was tripped each time the cars passed over it, caught the exact time of every one of the 50,000 laps. At night, in spite of the fact that each of the cars bore a huge number painted in white on its hood, it flashed by with such speed that the timers and checkers could not tell which of the three cars had passed. Consequently a different coloured riding light was mounted on the running board of each of The Commanders.

At the end of the run, the technical committee of the American Automobile Association tore down the cars and examined them completely. They were checked against factory specifications for stock cars and again checked against the same model Commanders taken from Studebaker dealers' showrooms. At the end of this critical examination, the committee announced that all three of The Commanders were fully-equipped, strictly stock models in every respect.

Just before the Grand Prix of 1923,

It was barely dawn, the roads were clear, and I wanted to start practice at six o'clock. Consequently we did well over 100 miles per hour. When we arrived at Tours we had collected over 100 rabbits, a pheasant, and a chicken. The bonnet was like a game dealer's shop.

Finally, let me tell of "The bogus Segrave." He was a Swiss mechanic of mine, and a good fellow, with a well-developed sense of humour. We had won a big race in a large South of France town, and immediately it was over a Frenchman rushed up and offered my mechanic a "bucketful" of champagne!

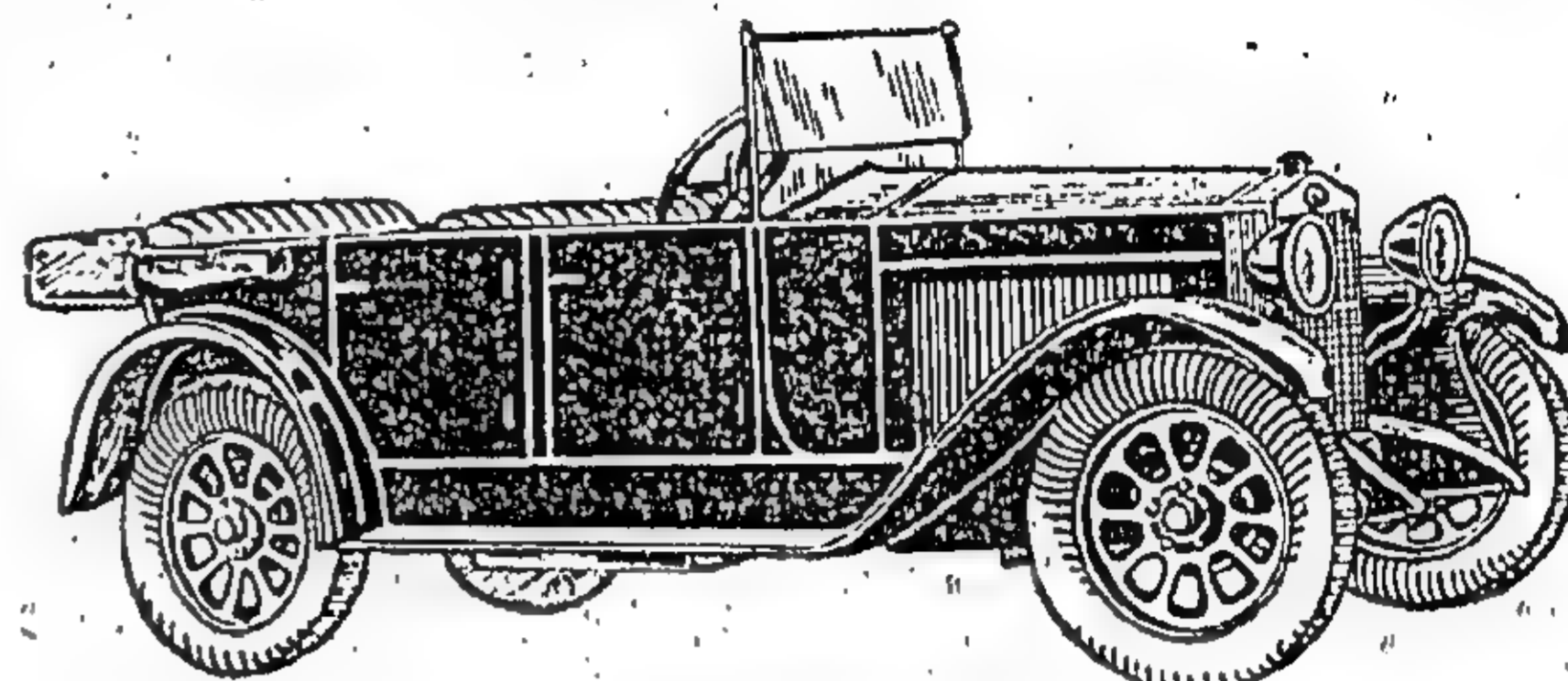
He, not to be thought wanting, drank it off—and promptly faded out from any further interest in life. He was carried off the field of battle, and I never saw him again that day.

Five days later he turned up in Paris, very green, very ill, and very contrite.

Apparently, when he recovered from the bucket, he had marched down into the town, announced himself as "le Major Segrave," and had been promptly lionised by all the young maidens and old ladies in the place. He was a king for four days, but a very sick man for a week afterwards!

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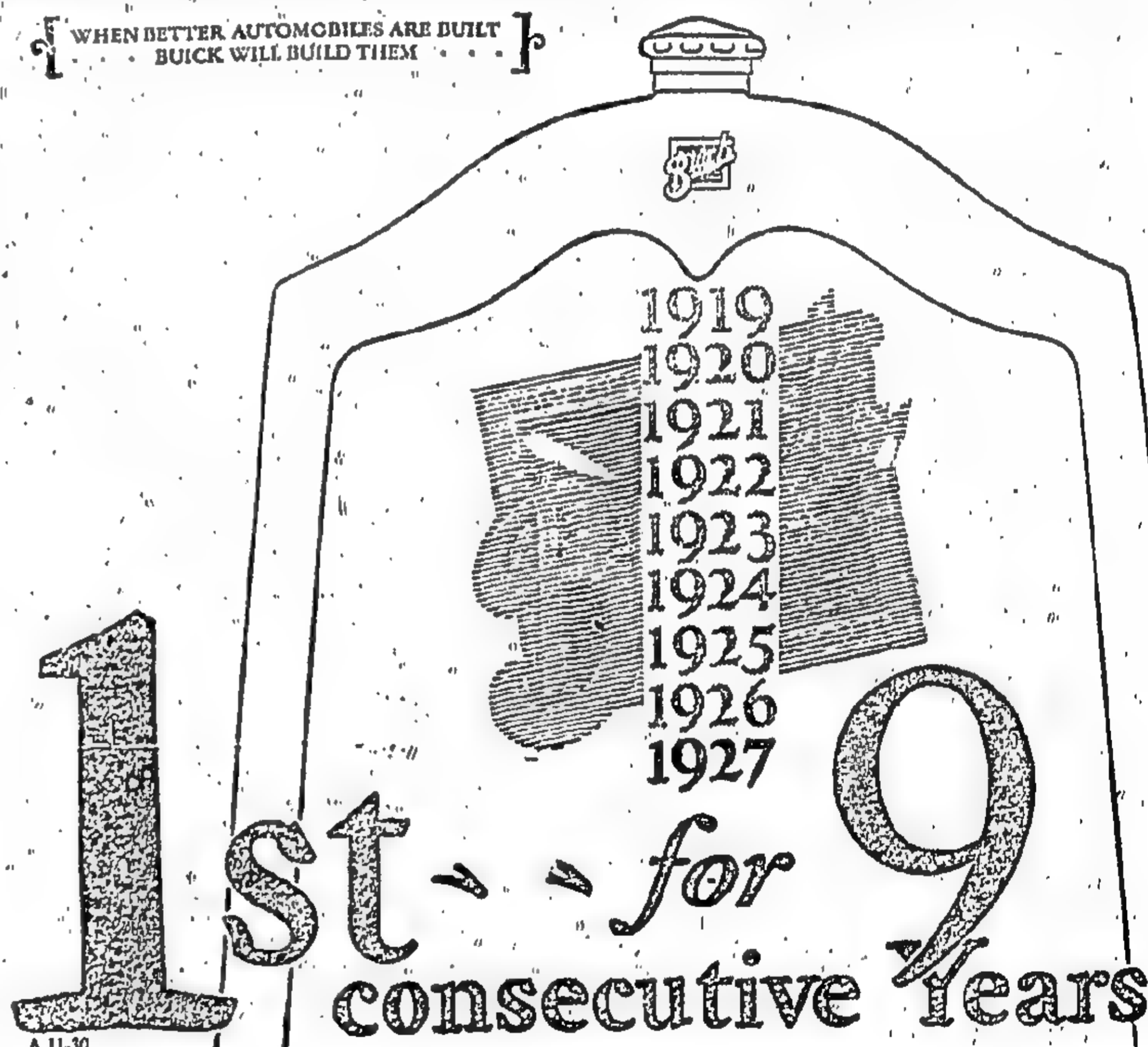
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For the ninth consecutive year Buick has won first choice of space at the National Automobile Shows.

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Chance plays no part in this award. It is conferred upon the car which has found the most favor among the buyers of America—the car in which they have invested a plurality of their dollars.

It has gone to Buick every year since 1918 because Buick has built better motor cars, and continually put back the savings of increased volume and engineering development into still greater value.

Nine continuous years of leadership! For any other car to equal this would mean retaining continuous leadership until 1936—almost another decade.

The industrial history of America records no more brilliant achievement than these nine successive years of Buick dominance.

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IN every part of the world, Studebaker cars have demonstrated their superior performance by setting notable records for speed, endurance and climbing. The table below shows some of the most important records established during the past five years.

July 13, 1925—DENVER TO SALT LAKE CITY	Special 6, 585 miles in 12 hours 56 minutes
Aug. 28, 1925—BRISBANE-BURKETOWN AND RETURN	Special 6, S. Roadster 3,000 miles in 100 hours
April 12, 1925—LOS ANGELES TO SALT LAKE	Big 6, 781 miles in 16 hours 17 minutes
April 1926—OAHU, HAWAII	Standard, 682 miles in 1 hour 55 minutes
June 14, 1926—ACROSS U.S.A.	Big 6, 3,471 miles in 86 hours 20 minutes
May 20, 1926—RIO DE JANEIRO, PETROPOLIS	Big 6, 85 kilo in 1 hour 9 minutes
July 1926—"PROVA" WASHINGTON "EUIS" BRAZIL	Big and Std. 6, 1,180 kilo.
June 2, 1926—SAO PAULO, R. DE J. & RETURN	Standard 6, 1,314 kilo in 43½ hours
Oct. 4-5, 1926—SAN FRAN. PORTLAND & RET.	Big 6, S. Rd. 1,456 miles in 37 hours 2 minutes
Nov. 20, 1926—BUENOS AIRES-ASCUNSION	Standard 6, 1,000 miles in 24 days
— 1926—PIURA-CHICLAYO, PERU	Big 6, 252 kilo in 6 hours
April 15, 1927—CULVER CITY, CALIF	Commander, 5,000 minutes in 4,908 minutes 22 secs.

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ERSKINE		
H.P. 16.54 R.A.C.—107" WHEEL BASE		
Tourer	5 Seater	G\$1,150
Sports Roadster	4 Seater	1,201
Business Coupe	2 Seater	1,200
Custom Coupe	4 Seater	1,259
Custom Sedan	5 Seater	1,250

All Erskine with wire wheels.

DIRECTOR		
H.P. 27.34 R.A.C.—113" WHEEL BASE		
Custom Tourer	5 Seater	G\$1,450
Sports Roadster	4 Seater	1,425
Duplex Phaeton	5 Seater	1,430
Custom Tourer	7 Seater	1,730
Custom Coupe	2 Seater	1,575
Custom Sedan (Push)	5 Seater	1,575
Custom Coupe	4 Seater	1,675
Custom Victoria	4 Seater	1,675
Custom Sedan (Motor)	5 Seater	1,675

COMMANDER		
H.P. 36.04 R.A.C.—120" WHEEL BASE		
Sports Roadster	4 Seater	G\$1,835
Custom Coupe	2 Seater	1,875
Custom Victoria	4 Seater	1,875
Custom Sedan	5 Seater	1,875
Regal Coupe	4 Seater	1,905
Regal Victoria	4 Seater	1,905
Regal Sedan	5 Seater	1,905

PRESIDENT		
H.P. 36.04 R.A.C.—127" WHEEL BASE		
Custom Tourer	7 Seater	G\$2,200
Custom Sedan	7 Seater	2,435
Custom Limousine	7 Seater	1,905

All prices include 4 wheel brakes spare wheels, tyre and tube, windshield wiper, hindview mirror bumpers, extra, horn, tools, etc., etc.

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A SERIOUS SMASH—AND A MORAL.



This is a picture of a car smash which recently occurred at Cleveland, U. S. A., but it might have happened anywhere. One street was specified by local ordinance as having priority over the other, but even so, the carelessness of one driver brought about disaster. Deciding the guilty person however, does not heal broken heads or repair damaged cars. Possibly the driver who had "right-of-way" was to blame, in which case it is emphasized that right is not worth very much if we fail to defend it with caution and forethought.

BRITAIN'S TRAFFIC PROBLEM.

London, Nov. 29th.—Great Britain, with only one-tenth the number of automobiles that are in the United States, is already worrying about saturation.

But Great Britain has a far different situation than that which exists across the Atlantic.

First, the island which takes in England, Scotland and Wales covers an area of 88,745 square miles, which is about one-thirty-fifth the size of the United States. Since its 2,000,000 automobiles are only one-tenth the number in America, the number of automobiles per square mile is far greater in Great Britain than in the United States.

Second, and most important, the total road mileage in this country is 178,000 miles, while that in the United States is over three million miles. In this country, there are two miles of road to every square mile of area. In the United States there is less than a mile of road to every square mile of area.

Greater Congestion.

The result is that the 2,000,000 automobiles scotching over the 178,000 miles of road here are more congested than the 20,000,000 motor cars on the 3,000,000 miles of road in the United States. Most of these cars, as in the United States, congregate on a small proportion of this road mileage, which makes the problem of traffic congestion so much the more difficult. The United States can double its roads mileage and just about approach the situation in England. For here distances already are

close and not much more room is left for highways.

Yet the average rate of increase in automobiles is about 200,000 cars a year. Five years from now will see a million more vehicles on the road with no additional mileage available.

Out of the 178,000 miles of road here, only 24,000 miles are considered of the Class 1, or best, type. These roads permit of four or more vehicles abreast, two going each way.

In the remaining mileage, there are 45,000 miles of Class 2 roads which permits of three lanes, one going one way and two the other. The rest are either two-lane roads, or are not as well paved or maintained as the other two classes.

The result is that the bulk of the 2,000,000 vehicles on the island move over less than 70,000 miles of the road in a congested stream that is almost at a standstill around the greater cities.

Efforts are being made to relieve this situation and to forestall the congestion that is sure to come if conditions remain as they are. Widening of highways and streets is urged. Cross-over bridges or tunnels are advised at great traffic junctions.

New through routes are being planned, with the eye toward making greater use of minor roads. Elimination of dangerous crossings, blind corners, bottle necks, railroad crossings and other obstacles to regular traffic flow is demanded. And finally, specialists are being sought to make a study of the entire situation to-day and in the future, and to keep the country prepared for further emergencies.

TYRE CARE.

Many Useful Hints.

[By Israel Klein.]

Automobile tyres, it is found, give us 27 times the value we used to get a few years ago.

We can get even more value by taking proper care of our tyres. The best of them will break down quickly under ruthless wear and inattention.

One of the most important items in the care of tyres is the matter of proper inflation.

Balloon tyres especially, must carry the right amount of air in them or they will break down quickly. Their walls are thinner and the loss of a few pounds of the slight inflation they do get will cause the walls to buckle and break under the weight of the car.

If the tyres are underinflated, also, constant flexing of the walls under the heavy strain causes undue heat to be generated. That separates the plies of the fabric and opens it to quicker breakage. The obvious preventive is to keep the tyres properly inflated, checking up on them every week.

Another important item is the adjustment of brakes.

Brakes that are uneven result in dragging of one wheel over the pavement when they are applied and the continued revolution of the other. The outcome is that one tyre wears down faster than another.

When one wheel locks sooner than the other, because of unevenly adjusted brakes, there's danger of a serious skid on wet pavement. For safety's sake, if not for economy, brakes should be checked up regularly for equalization.

Wheels that are out of alignment cause uneven wear on the tyres. So do loose wheels.

This is all a matter of regular and careful attention to the important parts of the car. It is as important as keeping the engine well lubricated.

Quick stopping hurts tyres, let alone the entire body. That's to be resorted to only in emergencies, yet many drivers have a habit of keeping the throttle down hard to the last possible moment and then jamming on the brakes. It's hard on the entire car, and especially hard on other drivers.

Then there is the matter of keeping the tyre tread properly repaired, especially when cuts appear. They can be filled with a prepared rubber compound or vulcanized where the cuts are more serious.

This lengthens the tyres' life considerably.

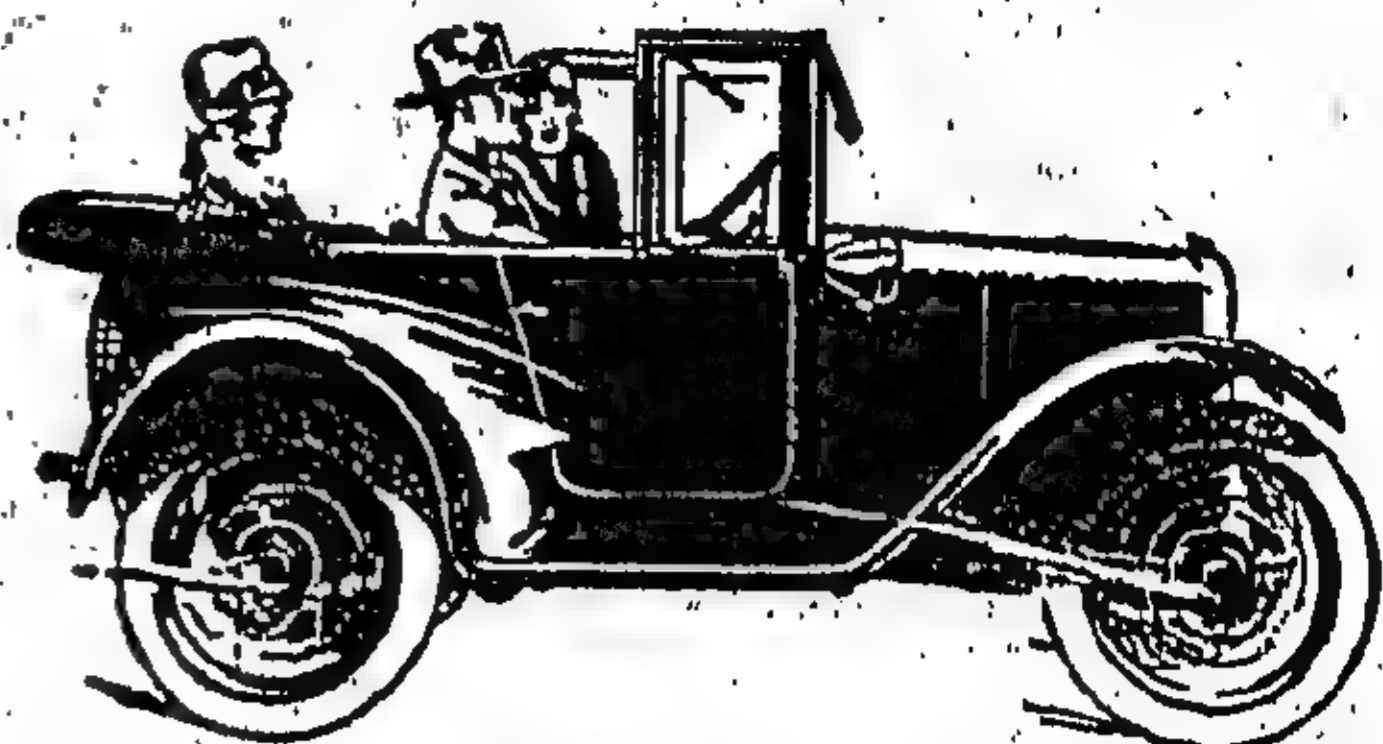
Another life lengthener is a well lubricated spring. Lack of resiliency in the springs is compensated in a way by the tyres. Since that is a job for the tyres, and not so much for the springs, it adds an additional burden and greater wear on the rubber.

The spare tyre should be taken off occasionally and put to use. Lack of use, heat of the sun, decay of the air within cause the tyre to deteriorate fast.

Rubber requires use to keep it alive and fresh. Therefore the unused tyre should replace another at regular intervals, so that all five tyres may have equal wear.

Altogether, proper inflation, equal wear on all wheels, filling of tracks and proper attention to brakes, springs and wheel alignment will keep the tyres in good shape for a long while.

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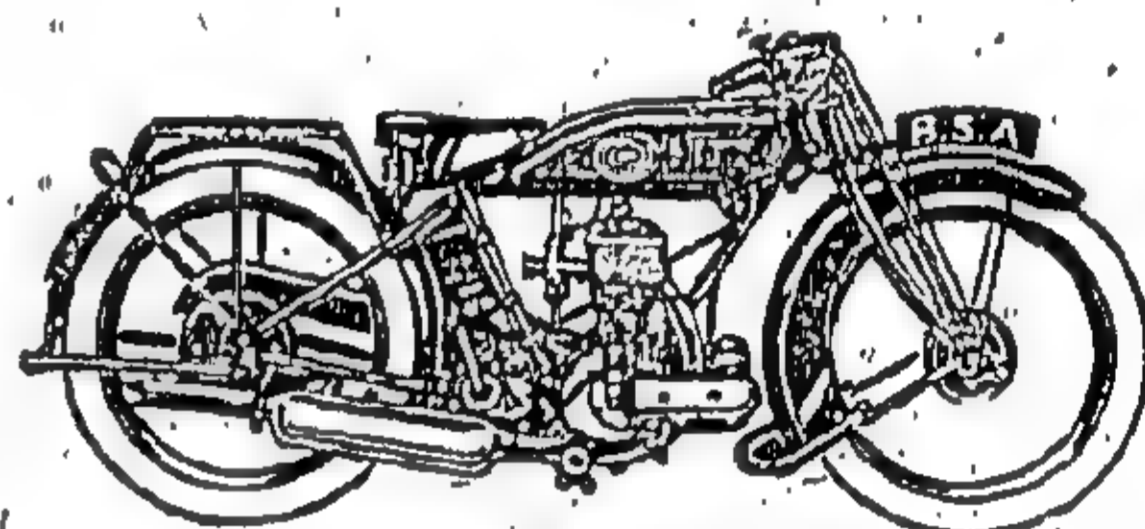
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MOTOR CYCLES

1927

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REDUCTION

Only Two Left

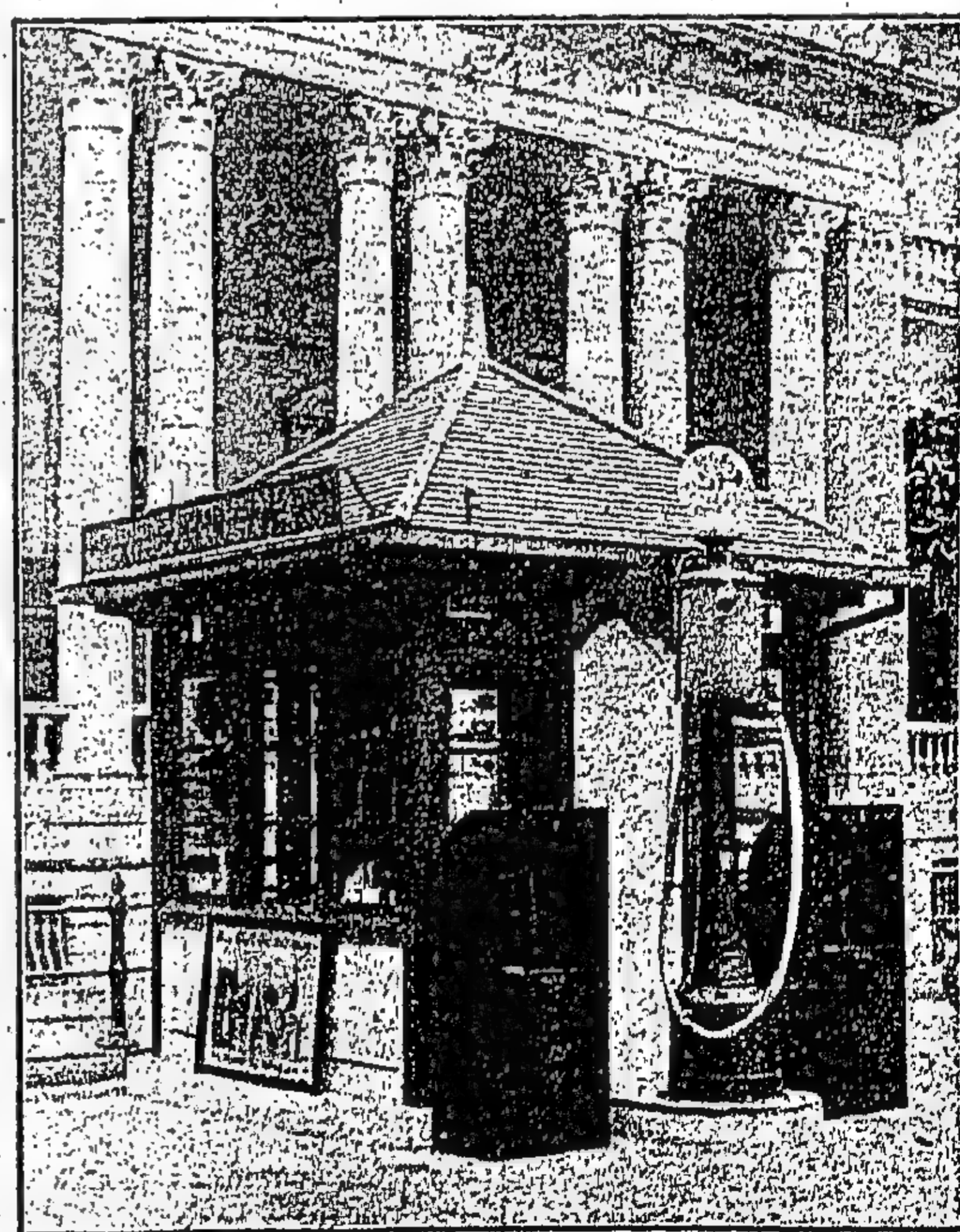
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THE SINCERE CO., LTD.

SOLE AGENTS

MOTOR SPIRIT SHELL MOTOR OILS

FREE AIR — FREE WATER



CENTRAL FILLING STATION

OUTSIDE CITY HALL, HONGKONG.

The Asiatic Petroleum Co., (South China) Ltd. Hongkong.

IMPROVING THEM.

New Windscreen
Wipers.

As was bound to happen, wind-screen wipers are now receiving the attention of improvers, who have discovered that a partly-clear screen is sometimes as dangerous as one wholly clouded.

Two new types have been constructed in England. One has two wipers, both operated by the same valve, which work slowly but powerfully, and clean the whole of the top section of the screen.

The second has a horizontal wiper extending right across the wind-

BUY 7 MILES OF CARS.

Every week New Yorkers buy 7 miles of automobiles, or something like 3,000. Chicago and Detroit both buy about 1,000 new cars a week.

screen, and connected with a pair of links, which are pivoted to nuts carried on a double screw shaft.

When the shaft is rotated by means of a flexible drive from the engine or transmission, the wiper is moved up and down over the screen. It can be arranged to clean the screen only when descending, thus forcing water downwards and out of the way.

SKYSCRAPER GARAGE GOING UP.



The first unit of the 85-storey Book Tower in Detroit is this 12-storey garage building, making room for 1,200 automobiles. The garage will be of the modern ramp type, with separate up and down ramps, and will have many improvements and refinements not found in the usual public garage.

THE MOTOR UNION

INSURANCE CO. LTD.

Incorporated in England
(Under the auspices of the Automobile Association)

LIBERAL BONUS FOR CAREFUL DRIVING.

LOCAL AGENTS,
THE UNION TRADING Co., Ltd.
York Building. Phone C. 587.

PACKARD SINGLE SIX MOTOR CARRIAGES.

29.40 H.P. R.A.C. Rating—block test actually develops more than 80 H.P.—288.60 cubic inches piston displacement.

Model 526—Single Six—126-inch wheelbase.

Phaeton	5-seater	G.\$2,695
Rumble Seat Roadster	4-seater	2,695
Sedan	5-seater	2,805
Coupe	4-seater	2,870
Convertible Coupe	4-seater	2,945
Model 533—Single Six—133-inch wheelbase.		
Roadster	4-seater	G.\$2,815
Phaeton	5-seater	2,815
Touring	7-seater	2,915
Coupe	4-seater	3,220
Club Sedan	5-seater	3,220
Sedan	7-seater	3,235
Sedan Limousine	7-seater	3,335

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES.

39.20 H.P. R.A.C. Rating—block test actually develops more than 105 H.P.—384.80 cubic inches piston displacement.

Model 443—Straight Eight—143-inch wheelbase.

Rumble Seat Roadster	4-seater	G.\$4,460
Phaeton	5-seater	4,460
Touring	7-seater	4,535
Coupe	4-seater	5,575
Club Sedan	5-seater	5,575
Sedan	7-seater	5,780
Sedan Limousine	7-seater	5,880

The above prices are for delivery in Hongkong or Kowloon. All prices and specifications subject to change without notice.

THE DRAGON MOTOR CAR CO. LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD --- HAPPY VALLEY.

7 MILES PER SHAVING.

Power Gas from Rubbish:

AUSTRIAN'S CLAIM.

A novel gas-producer plant which supplies fuel for cars from such unlikely materials as shavings, corn stalks, and rubbish has been invented by an Austrian engineer, Gunther Poleich.

By means of an unusual thermal process, raw materials are decomposed immediately they enter the generator, and are transformed into power gas to operate a motor. The invention includes a new cooler which does not require water, and a new automatic cleaner.

It is claimed that the gas derived is as effective as petrol, and costs practically nothing to produce.

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"The Hongkong Telegraph"

Tel. C. No. 1.

HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

SLOW LEAKS IN TYRES.

The gradual escape of air from a tyre and its premature deflation is always a nuisance, as it entails inordinately frequent visits to a "free air" station or recourse to the pumping equipment of the car. Running balloon tyres in an over-soft condition is even more rapidly destructive to them than to tyres of the more rugged high pressure type. When one tyre "goes down" faster than the others, the most likely presumption is that its valve leaks. Turn the wheel until its valve-stem is at its uppermost position, remove the valve cap and immerse the stem in a tumbler full of water. If bubbles escape from the valve stem, the valve leaks. Possibly by screwing in the valve-inside or plunger more tightly, with the slotted end of the cap, the leak may be stopped, but if not, screw out the plunger, wet its packing and replace it. If this does not prevent leakage, replace the old valve inside with a new one, testing it for tightness. Occasionally a valve stem has a defective seal and no plunger will fit air-tight in it. In this case have a tyre repairman ream out the seat or have a new stem put into the tube. In case the valve tests "tight," the tube itself leaks and should be removed and tested for air bubbles under water, after it has been lightly inflated. Note how the tube lay in the casing, so that when the leak has been found its position therein can be identified and examined to see if there is an inside fabric break at this point, which has pinched the tube or a nail or other sharp object, just protruding through the casing, that has made a minute puncture in the tube. Occasionally a tube is found to leak slowly where the valve stem is inserted in it.

Cylinder Misses When Throttled Down.

Question:—Number one cylinder of my four-cylinder engine does not fire at all when running idle or when the car is moving slowly on the level, but it fires all right when I give it considerable gas. Why is this and how can it be corrected?

Answer:—Somehow or other this cylinder does not get an ignitable charge when the engine is throttled down. If this has always been the case, faulty intake-manifold design may be the cause, but if it is something that has developed during your use of the engine it is the result of lack of gas tightness of this cylinder or air leakage into it from the outside. If its valves seat imperfectly or its piston-rings fail to hold compression or if its inlet valve stem is loose in its guide its intake-manifold connexion is leaky or its head gasket is not tight, its missing at low throttle is not at all strange.

Two Sizes of Tyres.

Question:—I have been having so much trouble from punctures and stone bruises in the rear tyres of my car that I should like to replace them with the next larger size that will fit my rims, but do not feel like buying new larger tyres for the front wheels as well just now. Would it be practicable to carry the small tyres, discarded from the rear wheels, for spares to take the place of both of the sizes used. Would it do any harm to run with tyres of different size on the rear wheels, in case of tyre trouble.

GOLD CHASSIS.

Unique Paris Display.

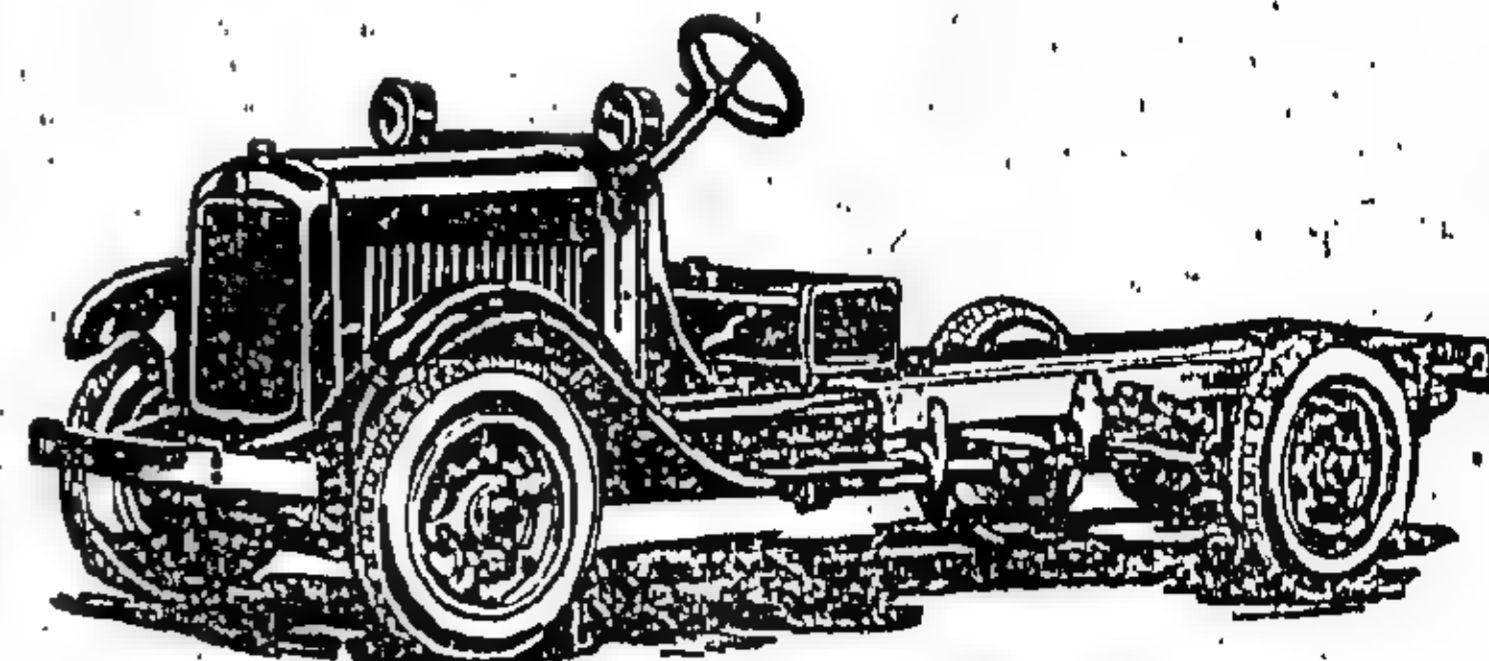
Most amazing exhibit of the last Paris motor salon was an Erskine chassis, plated in 24-carat gold, and valued at £4,000. In a show noted for its luxurious displays this was the most outstanding.

The chassis and all attachments were plated in 24 carat gold. The engine, which had been cut open, was specially finished, inside and out, in coloured enamels, and showed the internal workings of the power plant. Total value of the gold used in plating the chassis was placed at approximately £2,000. In the chassis frame alone gold valued at £600 was used. Fourteen gold anodes were used in another operation of the work. These were valued at approximately £1,400.

The total number of units or pieces in the chassis which required gold plating amounted to 2031. There were 25,149 square inches of surface plated and the rate of deposit was approximately one grain to the square inch.

GENERAL MOTORS (G.M.C.) TRUCKS.

(POWERED WITH BUICK 6-CYLINDER ENGINES.)



This entirely new line of General Motors (G.M.C.) Trucks is powered with the famous Buick 6-cylinder Valve-in-head engine. This is in every sense of the word a modern truck—designed for modern traffic. These trucks are available in the following chassis types.

T-20—1-Ton—H.P. 23.44 R.A.C.

132-inch wheelbase G.\$1,445

T-40—2-Ton—H.P. 29.40 R.A.C.

136-inch wheelbase G.\$2,370

150-inch wheelbase 2,450

162-inch wheelbase 2,480

T-50—2-Ton—H.P. 29.40 R.A.C.

136-inch wheelbase G.\$2,470

150-inch wheelbase 2,550

162-inch wheelbase 2,580

These G.M.C. Trucks are supreme in flexibility and in endurance. Equally remarkable is the low price which is only possible because of the tremendous volume of General Motors Production. General Motors (G.M.C.) Trucks and Tractors are also available in heavy duty types, the capacities of which range from 2½ to 15 tons.

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33 WONG NEI CHUNG ROAD --- HAPPY VALLEY.

CHINA UNDERWRITERS, LTD.

FOR

ALL CLASSES

OF

MOTOR INSURANCE

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HEAD OFFICE:—

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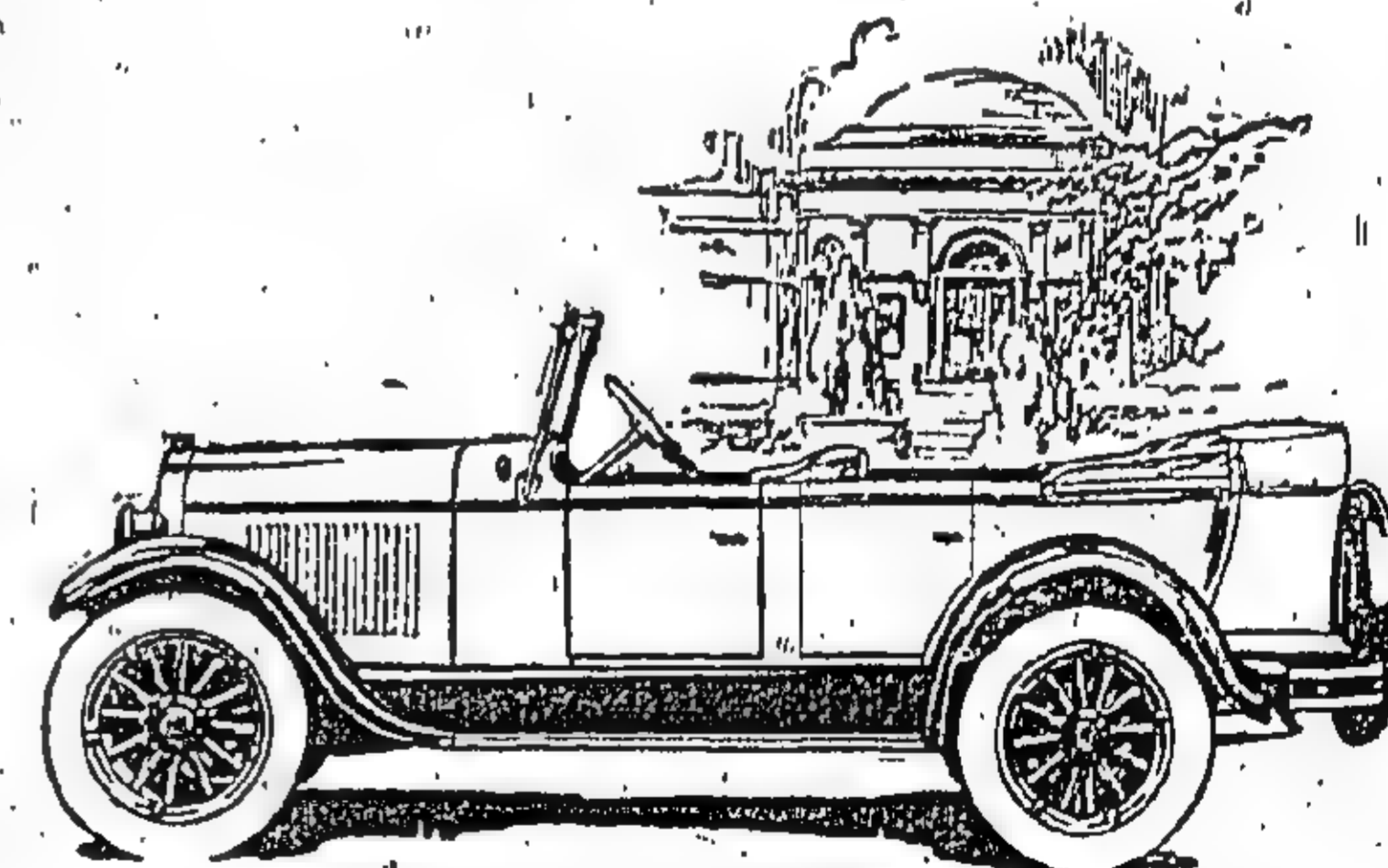
ST. GEORGE'S BUILDING, HONGKONG.

C.1121—22

OLDSMOBILE SIX

PRODUCT OF GENERAL MOTORS

111-inch Wheelbase—19.84 H.P. (R.A.C. Rating)—185 cubic inches piston displacement—1928 models.



Dickey-seat Roadster	4-seater	G.\$1,175
Touring Car	6-seater	1,175
Sedan (2-door)	5-seater	1,250
Sedan (4-door)	5-seater	1,350

All prices subject to change without notice.

Keen appreciation has greeted Oldsmobile's smart new beauty. Naturally such modish lines and striking colours would win the lion's share of admiration from those who know it only by sight. But every day Oldsmobile performance seizes the attention of those who never knew it before—because you can't know it till you drive the car. This thrilling, smoother performance is the crowning feature of Oldsmobile—the overflowing measure of value now yours at prices lower than ever before.

THE DRAGON MOTOR CAR CO. LTD.

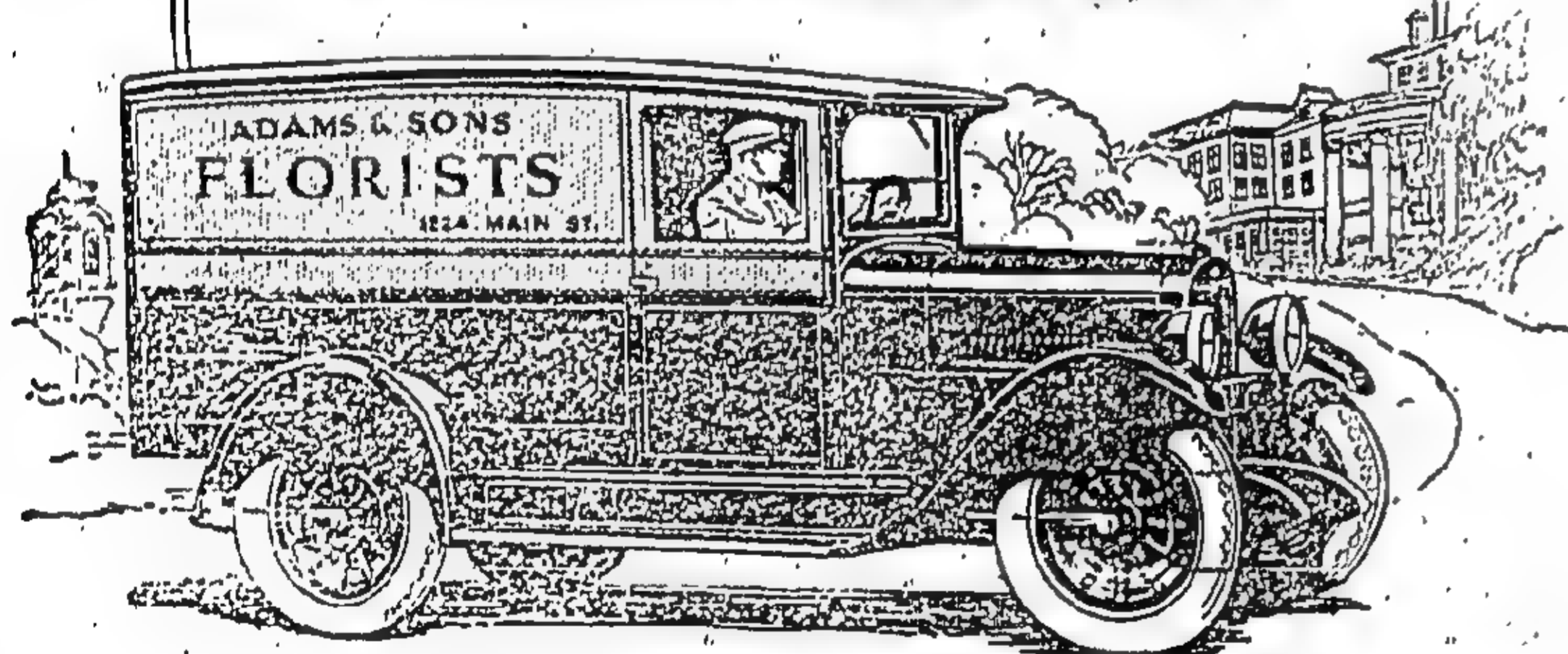
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33 WONG NEI CHUNG ROAD --- HAPPY VALLEY.

for Economical Transportation

CHEVROLET

Smart
Speedy
Economical



the ideal delivery unit

Commercial car users everywhere, in every line of business, have found that the Chevrolet ½-Ton truck, with paneled body, is the ideal unit for an unusually wide variety of delivery requirements.

such users as grocers, florists, dry cleaners, druggists, bakers and laundry companies.

If your business requires a speedy, dependable and economical delivery truck, come in and see this popular haulage unit.

We will gladly arrange a test load demonstration to show you how perfectly it meets your particular requirements.

Combining fast acceleration, speed and smartness with outstanding economy of operation and maintenance, it is a decided favorite among

½-Ton Truck Chassis

\$395

1-Ton Truck Chassis

\$495

1-Ton Truck Chassis with Cab

\$610

All prices f.o.b. Flint, Mich.

Check Chevrolet Delivered Prices

They include the lowest handling and financing charges available.

Distributors for South China

THE HONGKONG HOTEL GARAGE

25, Queen's Road Central.

Cable Address.

Tel. C. 4759.

"Kremoffice" Hongkong.

THE WORLD'S LARGEST BUILDER OF GEAR-SHIFT TRUCKS

CARE OF BATTERY
CABLE.

Every few months it is well to trace the heavy cable from the battery to the starter-motor, making sure that it is not rubbing against the floor boards on any metal parts. This precaution will save much trouble and expense.

MUST PRACTICE
SAFETY.

Drivers, in crossing a railroad track, must take every precaution that no train is near, even to the extent of getting out if they are unable to see otherwise. The U. S. supreme court recently handed down this decision.



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We have Appointed

Messrs. A. LUNG & CO.,

19, Queen's Road, Central

AS OUR

SOUTH CHINA AND HONGKONG

Distributors of our

CHRYSLER AUTOMOBILES

MODELS "52" "62" "72" "80"

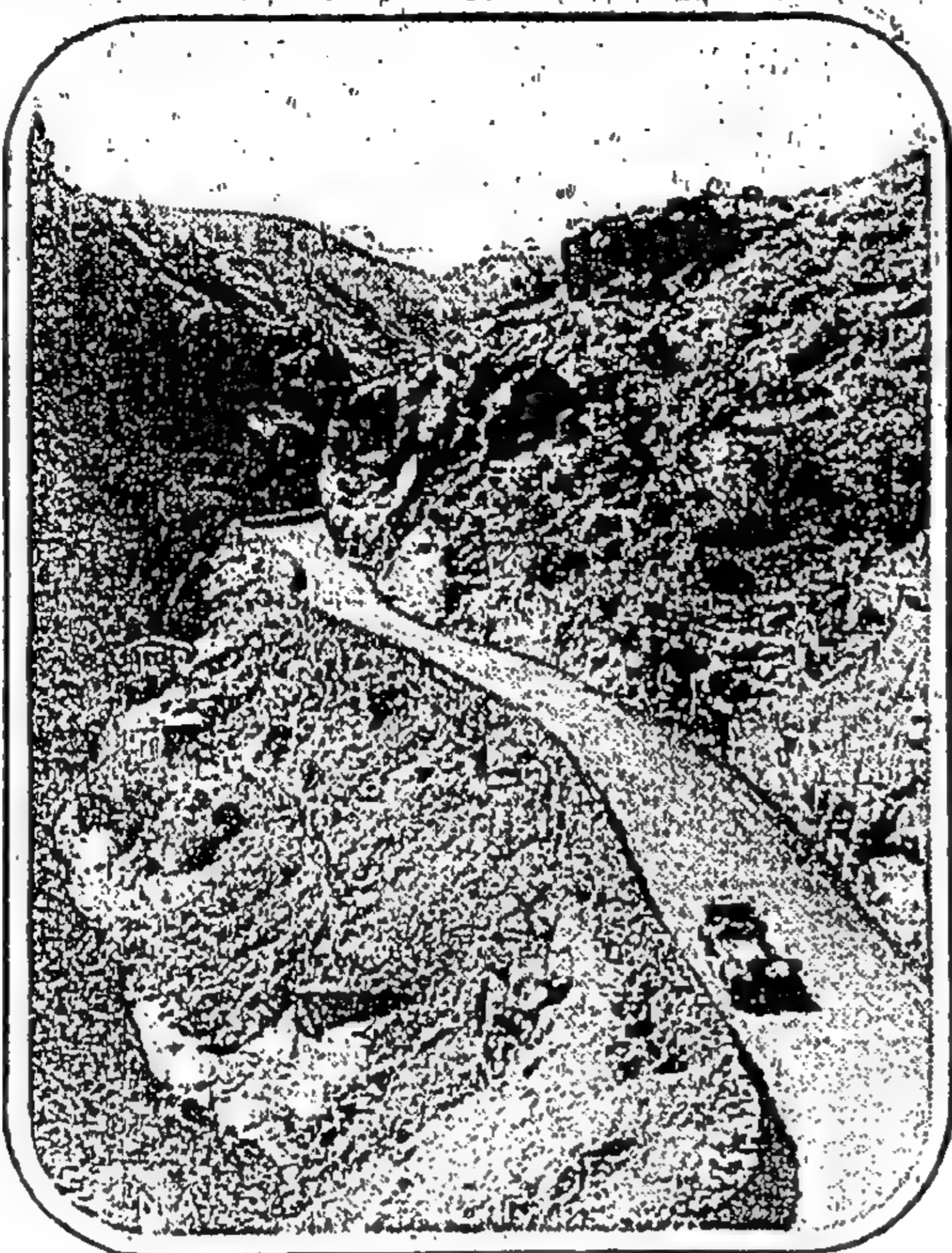
EXPORT DEPARTMENT

Chrysler Sales Corporation,

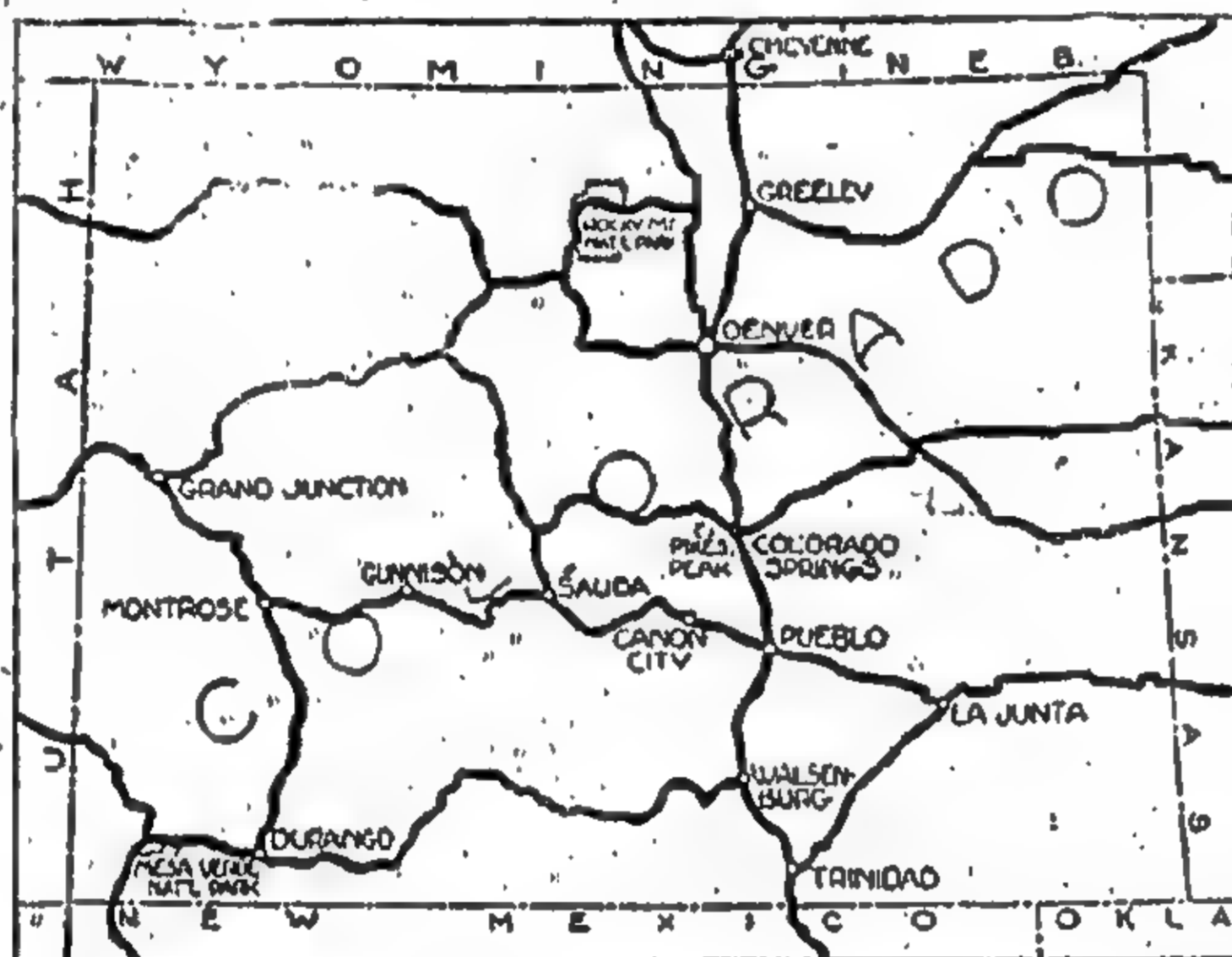
Detroit, Michigan

U. S. A.

THRILLING COLORADO TOUR.



Ute Pass, in Mesa Verde National park, once was an old Indian trail. Now it is a splendid hard-surfaced road.



Map showing main routes through Colorado.

Denver, Nov. 9th.—Colorado at this time is the lure that delays the arrival of thousands of motorists at their winter destinations.

For Colorado more than any other state is traversed by most of the highways that reach from coast to coast. Transcontinental travellers, therefore, must pass through this state with bladders at their eyes if they refuse to be delayed.

For here is where the wonders of America are concentrated. Hardly a turn in a road but reveals a new awe-inspiring bit of natural scenery.

Mountains rise high above the clouds almost abruptly from low-lying, rolling lands beneath. Streams swirl through towering red-stoned gorges that reflect a rainbow of colour in the setting sun.

Extremes in Nature.

Sand dunes shift over the low countryside. Arid deserts and thick forests lend more colour to the landscape. And here and there rise many stone oddities which remind us of the pranks of nature.

The entire trip, whatever road is taken, is adventuresome. There is the slow-winding road up to the top of historic Pikes Peak, rising 2,000 feet above the crests of surrounding mountains.

There is the Continental Divide,

which brings the traveller from one side of the Rockies to the other. There is the famous "Sky-Line Drive," a wide one-way road along the tops of a short range of mountains, from which spreads a beautiful panorama on either side.

Good Roads Throughout.

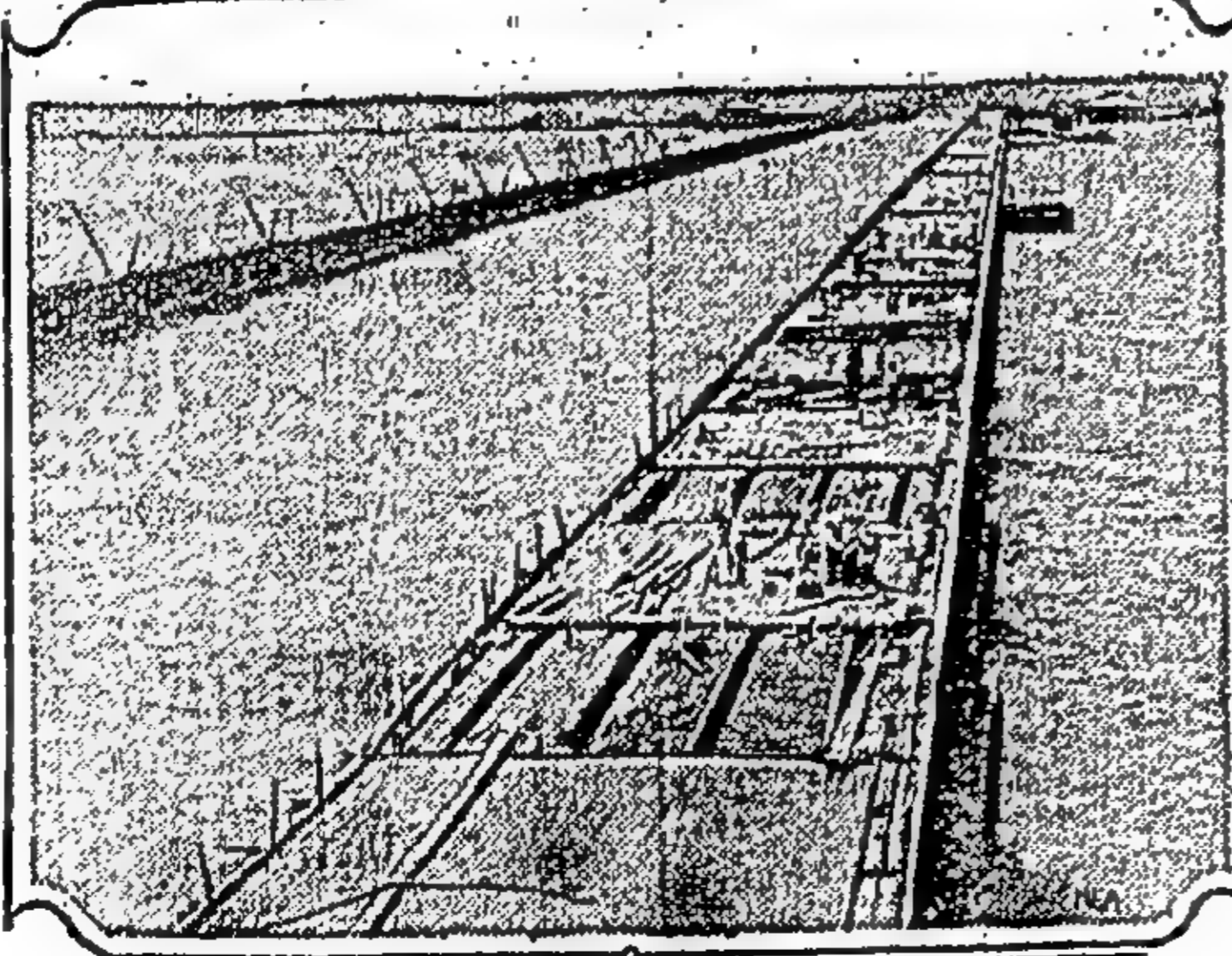
In the northeastern corner of the state is Rocky Mountain National park and at the opposite corner is the Mesa Verde National park, both rich in natural wonders and thrilling scenes. The roads between these extreme points are well paved and well kept. They take motorists past natural caves and canyons, over mountains and valleys, through desert and forest and along rushing streams.

The ways into and out of Colorado are numerous. From the east, there are the Victory and Lincoln Highways, the National Old Trails route, the Pikes Peak-Ocean-to-Ocean Highway and smaller roads from the main cities of the east and middle west.

Most of these go on through the state to Los Angeles and San Francisco. The National Park-to-Park Highway runs north and south through the state and takes the traveller on a 600-mile tour visiting the famous parks and monuments of the west.

All of these routes are well paved and maintained so that little difficulty is met in touring the state.

LONGEST CONCRETE BRIDGE.

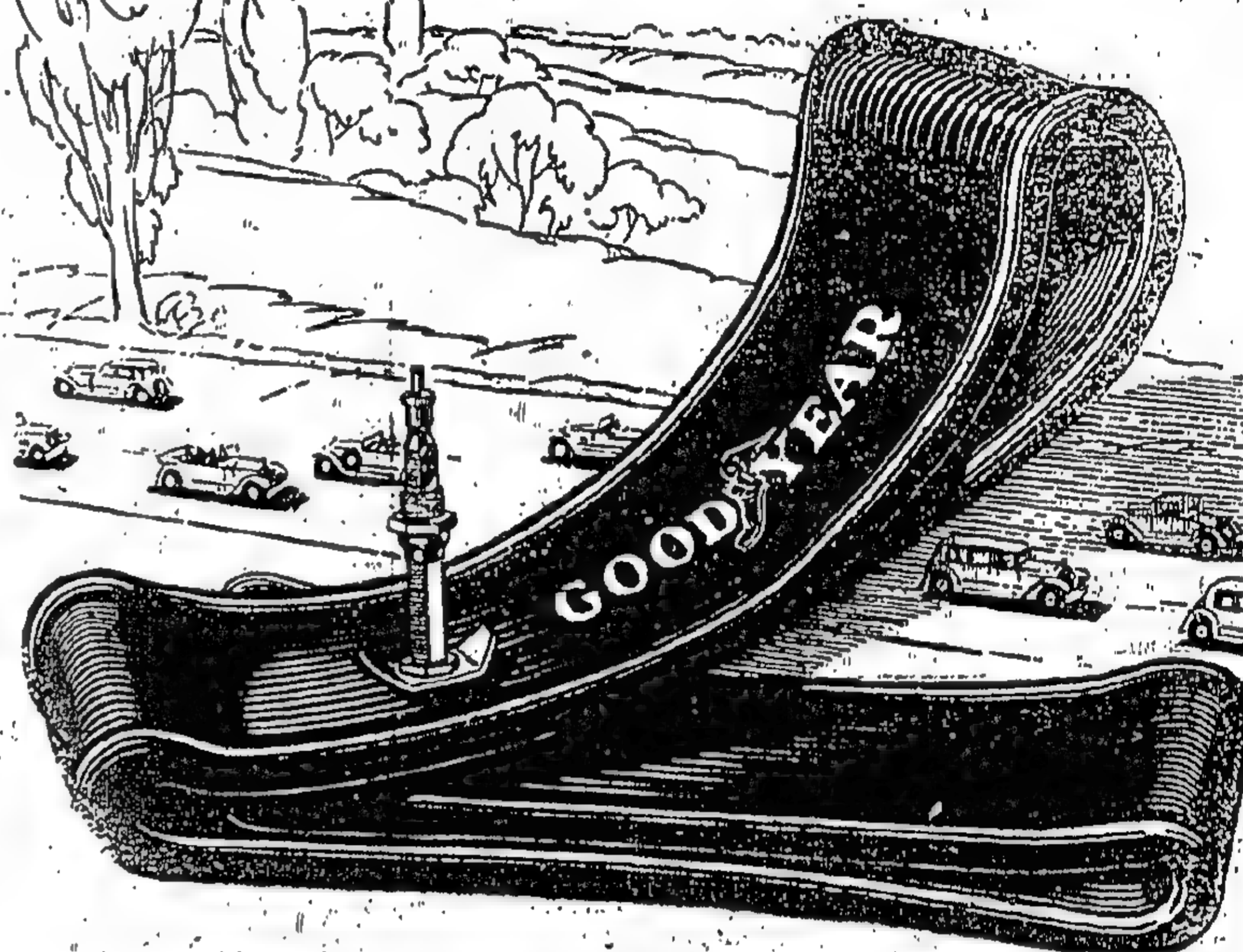


What will be the world's longest concrete bridge will soon cross Lake Pontchartrain, near New Orleans, in order to give that city a free outlet to the north and east. The bridge, here shown in process of building, will become part of the Old Spanish Trail across southern United States. It will be 14½ miles long with two bascule drawbridges, and will cost \$5,500,000.

Let the nearest Goodyear Service Station Dealer show you just why the Goodyear Inner Tube fits best and wears longest.

Next time Buy Goodyear Inner Tubes.

GOODYEAR



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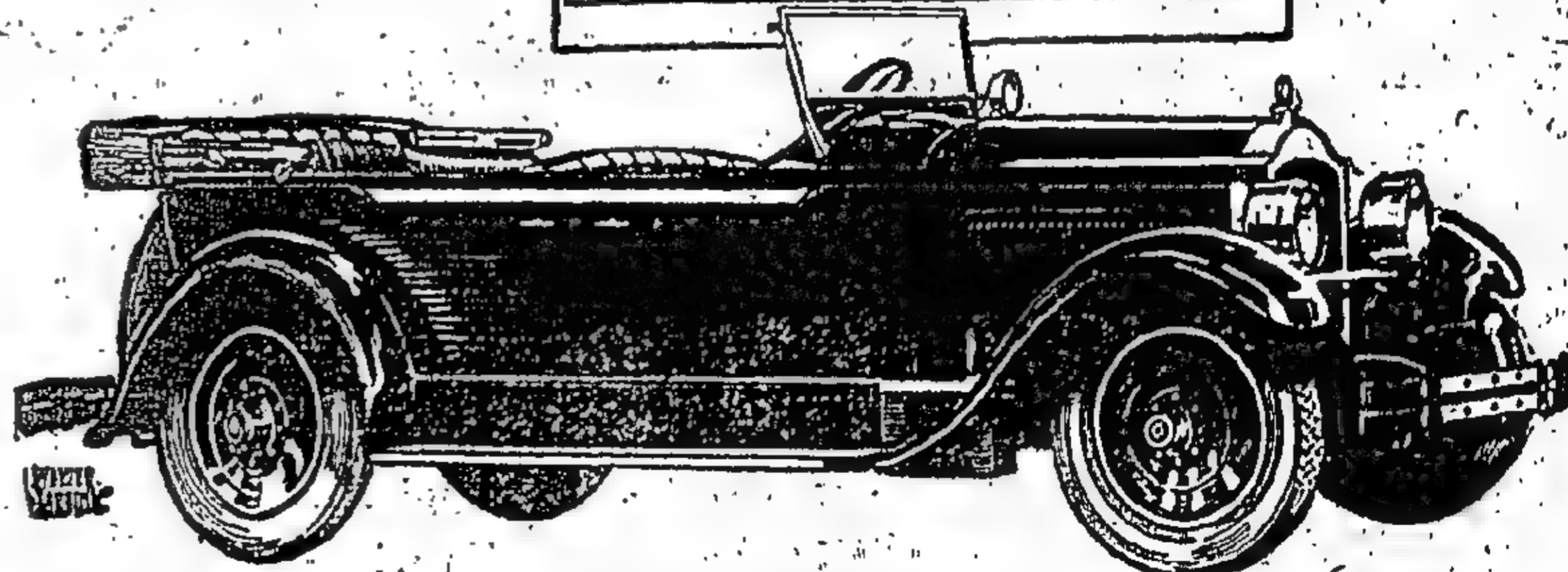
ALEX. ROSS & Co. (China), Ltd.

PRINCE'S BUILDING, HONGKONG.

ASK THE MAN WHO OWNS ONE



Packard beauty is outstanding in any setting.



The Packard Six was made famous, not by advertising, but by the praise of its owners.

During the past seven years it has definitely earned first place among quality cars.

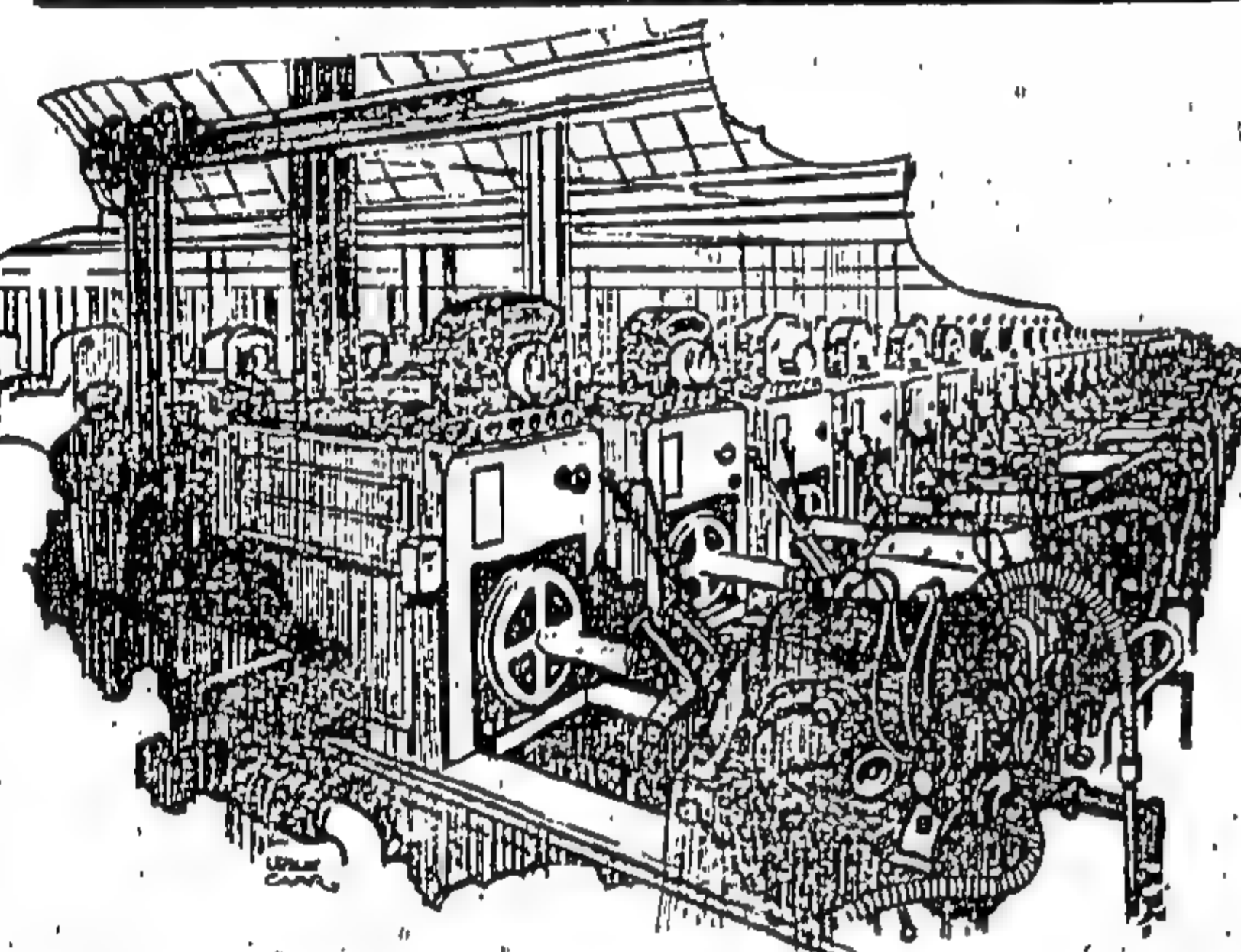
It was inevitable that a car com-

binning flawless beauty with such thrilling performance should arouse enthusiasm wherever driven.

And Packard owners have learned from experience that the cost of ownership is unexpectedly low.

P A C K A R D

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 1248 or 1249.
22, WONG HEE CHUNG ROAD, HARRY VALLEY.

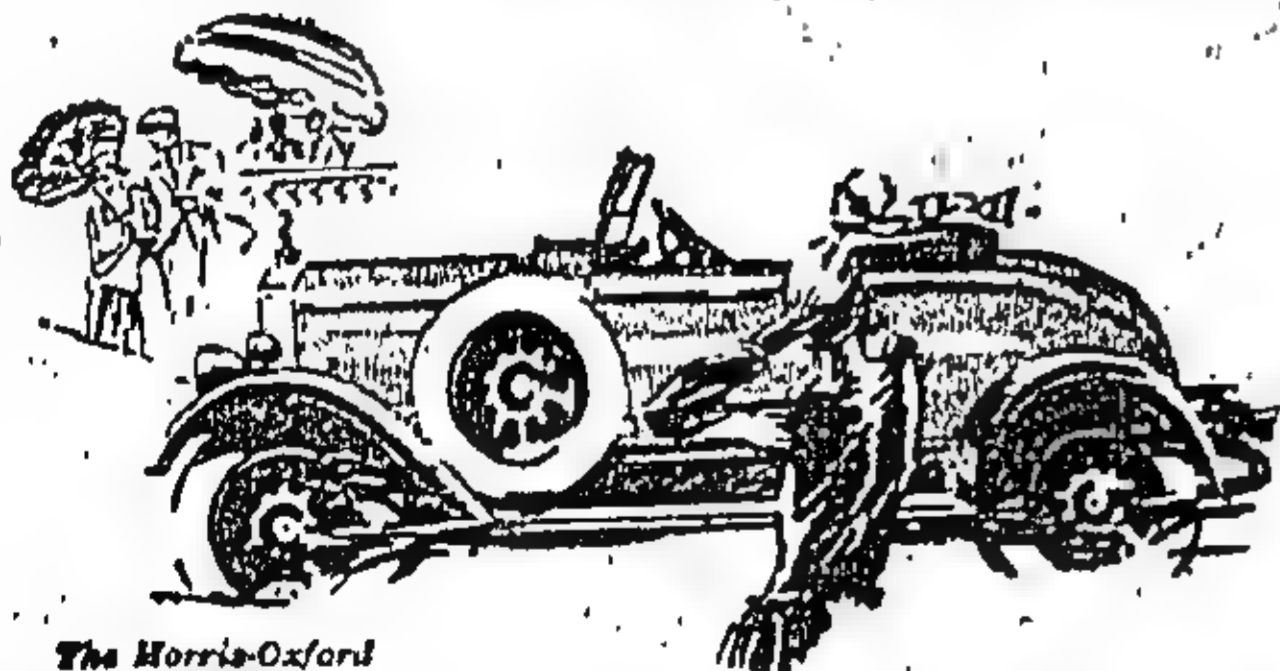


Proved in the finest Testing Plant in Europe

SUPERLATIVES are much-tried words in advertising these days, yet only a superlative can do justice to the Morris Engine Testing Plant. For this plant is literally the finest of its kind in Europe. Here fifty-six electrical dynamotor machines operate seventeen hours per day making sure that every Morris engine is up to the high standard set for it.

And in addition to the production test plant there is gathered daily a wealth of valuable data by the Engine Research Department of Morris Motors.

The plant itself is of minor interest to the non-technical owner of a Morris. What does concern him is the very wonderful results obtained thereby, in the form of the world's outstanding small car value.



MORRIS

The Wheel of the World

PRICES FROM £180.0.0

THE HONGKONG HOTEL GARAGE.

(The Hongkong & Shanghai Hotels, Ltd.)

Phone C. 4759

Phone C. 4602

The Very Idea!

Finding his patient in a very pessimistic mood one morning regarding his chances of recovery, the young doctor started to chaff him in an endeavour to put him in a more cheerful frame of mind, but without success.

"I don't know why it is, doctor," said the patient, "but I feel I shall never pull through."

"Nonsense, nonsense!" replied the doctor. "Why, your case is absolutely the same as an illness I had years ago, yet look at me, strong and hearty as ever."

"Yes," retorted the other in a hopeless tone, "but then I expect you had a good doctor."

"I'll bet I beat that train," said he.

Quite boastful to his wife. And when he shortly lost the bet. He also lost his life.

The health authorities in New York have solicited the aid of the Park Commissioners in eliminating pollen-producing grasses in an effort to combat hay fever, the ravages of which are described as serious, afflicting and disabling "tens of thousands of citizens."

The announcement has called forth some amusing comments in the press. The issue is to be made a political question, it is said, it will be decided at the "pollen booth," while those favouring drastic legislation urge that the sneezers should be muzzled or only allowed to enter the parks on a lead.

One sarcastic suggestion is that vegetation should be wiped out entirely from coast to coast and the United States paved with asphalt for the benefit of hay fever sufferers. Another punster contends that "sneezing is merely forcible breathing, and protests against his 'inhalent' rights being taken away from him. The right to breathe, it is urged, is guaranteed by the constitution.

"Birth control for grass" is another characterisation of this innocent health measure.

Willisden woman: I want a summons against a neighbour for hitting me with a knife, and slashing my door where she missed me.

Another Willisden woman: A summons, please, against a woman for defamation of character.

Hackney woman: I am the wife of my husband, and as such am entitled to swear if he swears.

Haggerston landlord, of his lodger, at Shoreditch County Court: The gentlemanly part about him is negligible.

Some schoolboy hewlers:—The Duke of Marlborough was a great general. He always fought to win or lose.

To keep milk from turning sour, you should keep it in the cow.

On one side of a penny is the King's head, on the other a young lady riding a bicycle. They call her Ruby Tanyer.

Contralto is a low sort of music, which only ladies sing.

Simon de Montfort formed what was known as the Mad Parliament. It was something the same as it is at the present day.

The name of Caesar's wife was Calpurnia. She was above superstition.

Socrates died from an overdose of wedlock.

It is generally agreed that any attempt to stop greyhound racing would have disastrous effects on the electric-hare-breeding industry, on which so much of our national prosperity depends.

Two more stories from "Behind the Scenes with Cyril Maude."

"I am one of the few people," he writes, "who have heard Melba sing in her bath, and I can assure the world that it is then above all times in her life that she has sung most perfectly. It was wonderful. Directly I heard her go to the bathroom I used to stand in the passage and listen in amazement to the lovely voice."

Mr. Maude tells how William Terriss relieved a difficult situation one evening when a number of the company in which Terriss and Maude were acting were sent for by King Edward.

We stood in a row in front of him (King Edward) and Princess Maude, now Queen of Norway. Conversation was rather dull and stilted. My wife and I were nervous.

Suddenly Terriss, looking the King straight in the eye, said—referring to the King's horse, which was to race for the Gold Cup at Ascot the following day—"We all hope Persimmon is going to win the Gold Cup to-morrow. Oh! yes, sir, we've all put our shirts on it."

At which the King roared with laughter and the ice was properly broken.

English Guide (showing places of interest)—"It was in this very room that Nelson received his first commission."

American Tourist—"That so? How much did he make?"

GEN FENG'S ORDER

COMMUNISTS TO BE SUPPRESSED.

NO LENIENCY TO "REDS."

In view of the attempts of Communists to upset the Kuomintang, General Feng Yu-hsiang (the "Christian General") has ordered that any Communist who is caught and convicted hereafter shall be summarily executed, and any member of the Kuomintang who does not observe the Three Principles will be dismissed from the Party, according to telegrams received in Shanghai, from General Feng's headquarters at Chengchow.

General Feng in addressing his staff has warned them against partisanship and discrimination, declaring that anyone who is now sincerely working for the Nationalist cause is a friend. General Feng further declared that China must learn science and arts from foreigners in order to be independent.

General Feng also addressed a circular telegram to his subordinate generals on January 2. A translation of it follows:

"The aim and object of the Communists in China is to institute a reign of terror and anarchy in the whole country and to subvert social order through murder and arson. Their campaign of carnage and destruction knows no bounds.

Canton Disaster.

"On December 11 last, Yeh Ting, Teng Yen-ta, and Su Chao-cheng, three notorious leaders of the Communists, with two battalions of mutinous troops and several thousand bandits and rowdies suddenly started trouble in Canton and occupied all Government buildings, setting fire to 37 streets and thousands of shops. They took to roving and looting in the most wanton manner and few persons escaped their ravages. The thoroughfares and alleys were strewn with upwards of 2,000 dead and wounded, male and female, and conditions were too horrible to recount.

"Here in Kaifeng various kinds of printed matter of the Communists have been discovered, including a concrete plan for an uprising in this city. Such cold-blooded homicide and incendiaryism is without parallel in the world all because a number of misguided youngsters ignorant of the real conditions of the country have been led into evil paths.

"In our areas at first they spread all sorts of absurd and insidious doctrines but had not gone to the limit of criminal actions. So in our order last summer we had refrained from applying the utmost severity of the law. Those apprehended were kept in custody and their lives were spared.

No Leniency Now.

"We had intended to afford them an opportunity for repentance with the hope that they might be brought back to the fold of the Nationalist revolution. But much to our disappointment they have grown too incorrigible for reform. In many provinces they have gone so far as to openly renounce the Three Principles with the malicious intention of undermining the Nationalist cause.

"They do not hesitate to invoke the aid of bandits in their work of burning and killing. The outrages they perpetrated are too ghastly for description. Their purpose is to foment anarchy and precipitate national ruin. In view of such a dangerous situation I feel it my bounden duty to the country to adopt the severest measures to bring these evil elements to justice."

"Unless this is speedily done there would be disastrous consequences. It is hereby ordered that the commanders of all army corps, divisions, brigades, regiments and battalions organize without delay a special secret service to detect and apprehend all Communist conspirators within the territory where our troops are stationed so that none shall escape the aim of the law.

Will Be Executed.

"You are further instructed that beginning from January 1, 1928, any person thus arrested and found guilty shall be sent to this headquarters to be executed. Anyone who has knowledge of these criminals but fails to report to the authorities shall be punished as the criminal himself.

"As this is of vital concern to the future of the country and the Party you are to exert your utmost to track down these evil-doers without mercy so that the foot of future trouble be removed. You are to instruct all your subordinates duly to observe and carry out this order."

RESERVE BANK FOR INDIA.

SHARE CAPITAL BASIS OF CONSTITUTION.

TWENTY-ONE DIRECTORS.

New Delhi, Jan. 13.

The revised Gold Standard and Reserve Bank Bill is now published in the gazette in order to ensure ample opportunity to study its proposals with a view to their being enacted during the forthcoming session of the Legislature.

Sir Basil Blackett has issued a statement saying that the Government is convinced share capital must be the basis for the constitution of a Reserve Bank in India but in order to ensure the interests of India as a whole it had been decided not to give the Imperial Bank of India the option of subscribing thirty per cent of the shares.

On the contrary they have based the distribution of shares on a broad basis by giving the preference in the allotment to those applying for one share (one hundred rupees), while nobody will be allowed to hold shares worth over 20,000 rupees.

Every shareholder will have one vote. There will be safeguards against external capital. It has been arranged that the total dividend shall not exceed seven per cent. The head office will be in Bombay with four Indian branches and one in London—*Reuter*.

Large Directorate.

Later.

The first Board of Directors of the Bank will be entirely nominated, but afterwards shareholders, through an Electoral College, will elect eleven Directors, the Chambers of Commerce and the Provincial Co-operative Banks will elect five others, while the Governor-General will nominate four. One Director will be a Government official, but he will not have a vote.—*Reuter*.

RESIGNED.



Dr. Gessler, the German Defence Minister, who has just resigned.

A bankruptcy notification states that a first dividend of \$4 per cent has been declared in the case of Merwanji Pallonji Talati (discharged), merchant, of 18, Jee House Street.

AGAINST "REDS."

HANKOW GENERAL'S ORDERS.

END OF ARMED PICKETS.

The following are proclamations issued on January 4th by General Hu Tsung-tu, the Garrison Commander at Hankow:

"All Labour Unions, in Wuhan, are hereby ordered to surrender all arms in their possession and to report those of others within one week from date to the Wuhan Garrison Headquarters. When the Communists were in occupation of Wuhan last year, they utilized the Unions as their tools, supplied them with arms thereby organizing armed pickets. They pretended that the formation of armed pickets were for their protection; but in truth they harmed the people and which they disturbed the peace of the district. Although these armed pickets have been disbanded and disbanded once, they still have concealed arms and ammunitions which are a great menace to the safety and peace of the public. As the Garrison Headquarters are keeping an eye on the welfare of the workers there is therefore no reason whatever for them to keep arms. Besides during this period of Martial Law the keeping of arms is strictly prohibited. So from this day of promulgation to within a week all Labour Unions are ordered to hand over their arms to the Garrison Headquarters, failure to do which will render delinquents liable to severe punishment."

Advice to Labour Unions.

"Order is hereby given that the principle of the Kuomintang in organizing the Labour Unions is for a two-fold purpose. The first is to encourage the workers to participate in the Nationalist Revolution Movement; and the second is to enable them to be strongly united to protect their own privileges and rights. But since the Communists were in control of the Party, they utilized the Labour Unions as their tools for making propaganda to assist in an Anti-Nationalist Revolution. What they were doing is on an opposite track from the right principle of Kuomintang. Labour Unions cheat the ignorant workers, and make fools of them, besides depriving them of all their former privileges. The Communist leaders like the former Emperors performed their Divine Rights and gave orders which nobody could possibly dare to disobey. All kinds of contributions either monthly association fee or other special charges have been asked, which they put in their own private pockets; if not for their own extravagant expenses, then such money was used to engage desperate rascals to make Anti-Nationalist Revolution propaganda and encourage reactionary affairs. Constantly they would compel the labourers to join the processions and demonstrations under all circumstances, and those who did not participate were subject to punishment. But on the other hand, when the workers have no other work to do nor anything to eat, they have never thought of their sufferings but just neglected them. What they did was merely to confuse the workers' sense with specious and sweet words, and to benefit themselves at others' expense.

Only Suffering.

"Back up the Labour Unions" and "Protect the rights of the workers" are the two chief slogans. But besides paying regular fees,

(Continued on Page 18.)

HERE AND THERE.

Oriental Stoicism—An Educated Conductor—Escaping Generals.

[BY "ARGUS"]

It has been said that the Chinese are lacking in courage. But those who have lived long enough in China and have come into contact with its many facets of life, will have admitted that this conception is rather astray, and that at those moments in which supreme courage is called for, the Chinese have their points which must compel the admiration of all. Thus it was that while chatting with a Gaol official the other day, on the subject of the "Irene" pirates, I gleaned the interesting information that within his long experience of prison affairs, he had never seen a Chinese condemned man quail before the sight of the scaffold. His precise words were: "I have never seen a Chinese cry when he was being led to the scaffold." Seeing that his connexion with local Gaol matters has extended over a period of two decades, the comment is worth noting. In the case of the "Irene" pirates, each and every one of them met their deaths bravely. "They" marched to the scaffold like soldiers," stated one who was present at the carrying out of the death penalty on all seven men. Is this not courage? Or is it that so-called Oriental stoicism which makes a man resign himself to the inevitable and which enables him to face death, unflinchingly when there is no prospect of escape therefrom? The question is best left to the psychologist to answer.

He was an educated tram conductor. It was also obvious that he was new to the job, as he wore only his conductor's cap and did not yet have his uniform. Pausing before an office-worker on a Happy Valley car on Monday, he demanded to see the passenger's ticket, saying, painfully, in his best English: "Lemme see your ticket, please." It was shown and seen. Next, he stopped before a sweet young thing all wrapped in furs, and said:—"Lemme see your ticket, Lady." A titter went round the tram. The lady blushed, it may be from confusion. At any rate, it was pleasant to the passengers to be addressed so gently. There are too few of these polite conductors, and this one deserves to get on, and be given his uniform immediately.

These are times when, out here in China, most things appear to be topsy-turvy and their natural order reversed or otherwise shaken out of joint. Thus it came about that at a recent wedding in Hongkong of the daughter of a former Canton official, "amongst those present" were many well-known figures in Canton politics, whose political leanings are as hard to discover as it is to keep track with the ephemeral regimes that come and go in China. We had thus two Generals who were supposed to be bitterly opposed to each other but who, having been ousted in their turn by yet a third General, were now meeting at the same function on terms of the most ardent friendship. Rumour has it that yet another political alignment is in process of formation as a consequence of this auspicious meeting.

Talking of Chinese Generals, it is interesting to record that General Li Fuk-lum, who surpassed the diplomacy of his contemporaries to such an extent as to retain power for 16 years as the "Uncrowned King of Honan Island," has now apparently gone, the way of the others and is living in exile from his former domain. He successfully outlined the various vicissitudes which followed the Chinese Revolution of 1911, chiefly by the exercise of diplomacy of the most unique kind, but the day came when he in his turn was forced to flee from Canton. Many a peasant "homeward plodding his weary way" will no doubt have pointed to a lone bungalow guarded by an equally lone watchman, where the General is now living, and moralised on the transient nature of temporal greatness.

Pictures showing in the local cinemas for the last time to-day are the exciting fire melodrama, "The Fire Brigade," with May McAvoy and Charles Ray at the Queen's Theatre; a romance of the bright lights, "The Taxi Dancer," with Joan Crawford and Owen Moore, at the World Theatre; and a drama of Paris before the War, "Satan in Sables," with Lowell Sherman, at the Star Theatre. Cinema-goers should note that the movie programme at the Star Theatre ends at 9.30; the "Globe Trotters" presenting their entertaining revue, "Scenes and Screens" at 9.15.

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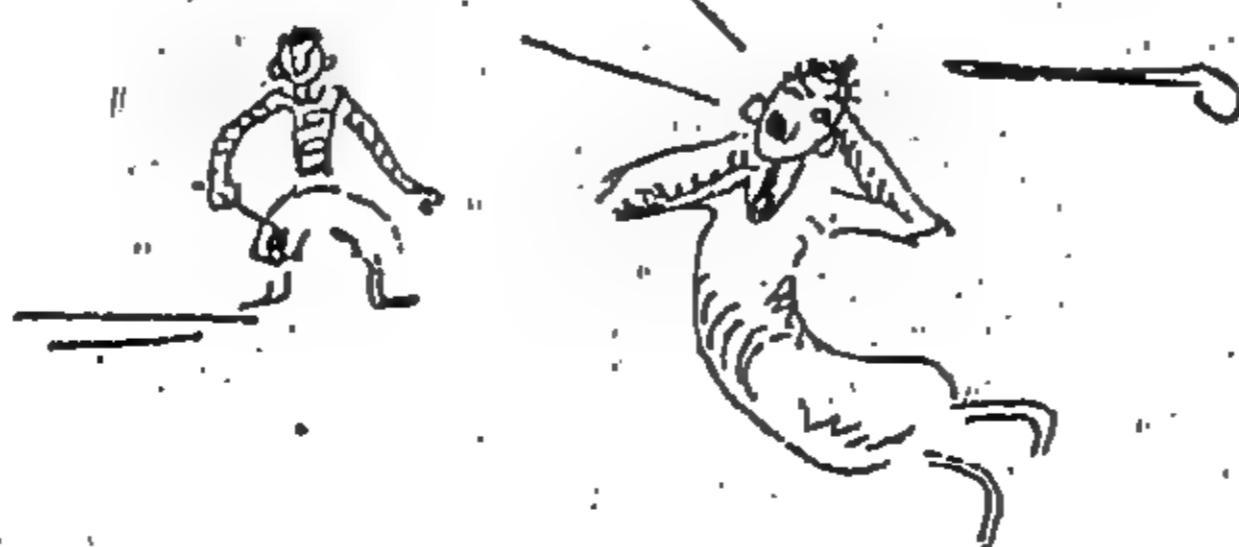
By B. R.—B.

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—But what a bore!!



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ELLIS KADOORIE SCHOOL.

ANNUAL DISTRIBUTION OF PRIZES.

Ellis Kadoorie School held their annual prize distribution this morning, when the awards were presented to the scholars by the Hon. Sir Shou-son Chow, who was supported by several local gentlemen interested in education generally and the School in particular. Amongst those on the platform was the Headmaster (Mr. F. J. de Rome).

Annual Report.

In presenting his report, the Headmaster said:—This is the first prize-giving for three years (since Jan. 1925) and the first at which I have the honour to preside. Under the circumstances, perhaps I may be permitted during the course of this report to touch briefly on one or two points which do not come strictly within the review for 1927. The average attendance of 660 before the troubles of 1925 fell to 250 on re-opening in September, 1925. Since then, the numbers have gradually crept up until now it is about 430. Many applications have been refused admittance to all classes; it was felt that the sounder policy was to rebuild the school from the bottom rather than fill up classes with casuals who far too frequently are over-age and failures in other schools. This policy, I hope, will bear fruit within the next year or two when the great majority of the boys in the top class will have gone right through the school. Since February last year, we have accommodated over 400 boys from King's College and the average attendance was nearly 800. This has somewhat retarded the normal growth of Ellis Kadoorie School—we were very glad to shelter the King's College boys under our spacious roof, but I imagine both schools are glad to be separate entities again.

Within the last two years, many improvements have been effected in the amenities of the building; the sanitary arrangements have been much improved both for boys and staff, the hitherto open class rooms on the top floor have been enclosed; electric light and overhead fans have been installed throughout; and the spacious surface of our No. 1 Volley Ball court will shortly be a thing of the past.

General Knowledge.

In spite of the great congestion of last year and with many classes of almost 40-boys, the annual examination held last month show that, on the whole, good work has been done—86% passed out of 750 examined. The upper sections of all classes were very good indeed, but I am afraid the same cannot be said of the lower sections. It is significant that these boys are invariably much older and bigger than the smarter boys of a class.

The good results have been achieved with much school time allotted to the silent reading of library books and to General Knowledge Lessons from "Pictorial Education" (a monthly series of admirable picture photographs) and from the newspaper for the top class. The District School Syllabus has also been considerably strengthened up. The General Knowledge Lessons are, I think, the most popular lessons of the week both for teachers and taught; at the recent examinations questions were set in all classes on topics outside the set books. The horizons of our lowest classes were also enlarged by geography lessons on dress, houses, habits, etc., of Eskimos, Red Indians, etc., and these were reinforced by simple dialogues, for the composition of which I am indebted to various European members of the staff.

School Libraries.

The Libraries, under the general supervision of Mr. Lo Wai-kwan, have been kept in splendid condition in spite of heavy usage. The English Library for boys consists of 700 volumes, all within the compass of a school boy and graded according to class. It is used entirely for silent reading lessons in school hours and many boys read 9 or 10 books in the course of last year. This is bound to have a great effect eventually on the boy's knowledge of English, and, moreover, induces the habit of reading which is really one of the functions of a school. The Chinese Library of 1,200 volumes is much used for home reading. A Teachers' Library was initiated two years ago and now boasts 600 volumes, grouped under various teaching subjects. New volumes are added every few months and I am glad to say, the library is largely availed of by the staff.

Many new maps, charts, pictures and local photographs have been added recently; also much apparatus for the teaching of arithmetic and object lessons. The cost of all these and the libraries have been defrayed out of school funds.

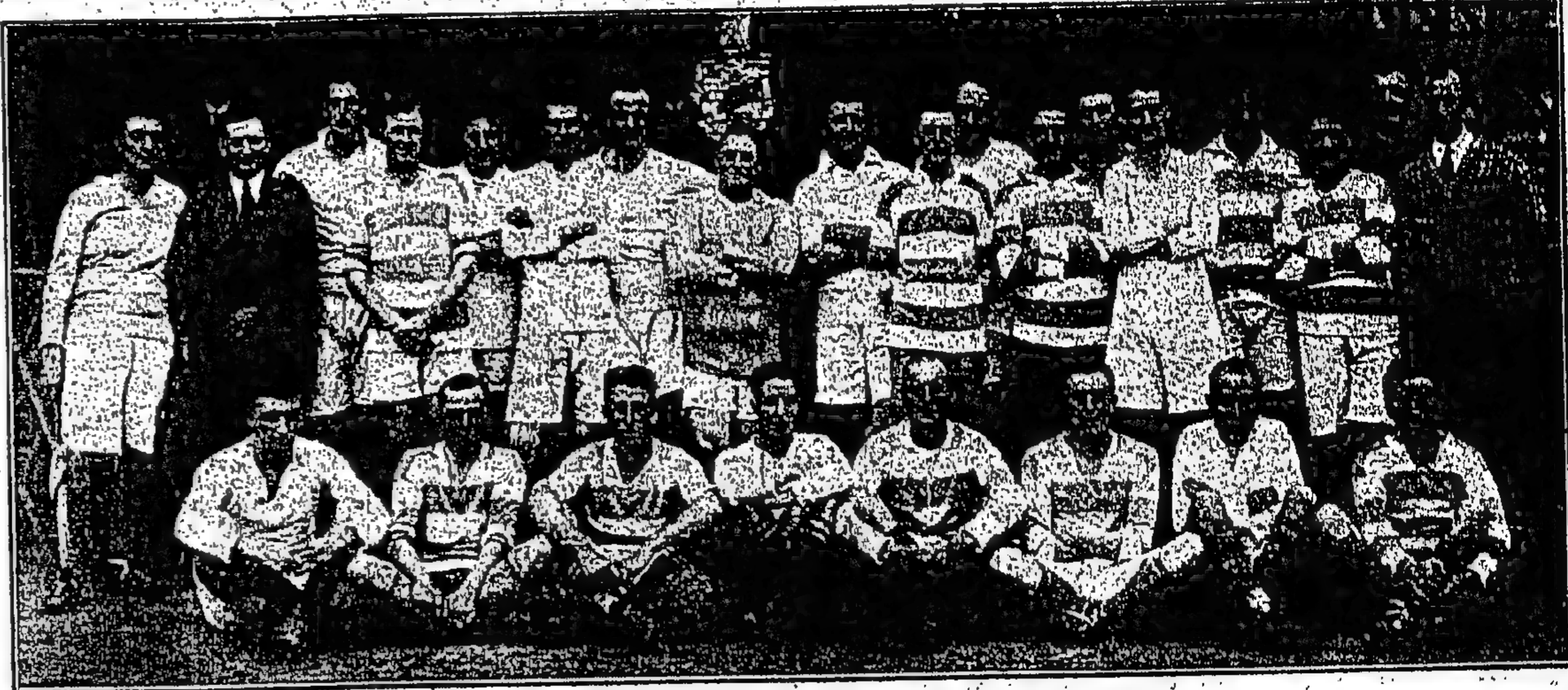
The elaborate half-year examination in all subjects has been abolished as unnecessary and taking up far too much time; the Headmaster's periodical tests throughout the year in arithmetic, dictation, composition and stories have been counted towards prizes. The cost of the school get many hours of teaching per week from a European master or mistress; this will have a very beneficial effect in the long run from many points of view.

Script writing was introduced in the lowest classes two years ago and there has been a marked improvement in the handwriting. The dialogues written by Mr. R. E. O. Bird many years ago are still a feature of our curriculum; occasionally they are acted in the hall in costume and H.E. the Governor expressed his approval of them when he visited the school in March, 1926.

Educational Walks.

Games, drill, excursions by launch, train and motor-bus, swimming and

HONGKONG GOVERNMENT DEPARTMENT FOOTBALLERS.



Here are the teams from the P. W. D. and the Sanitary Department which met in a football match on Thursday, the former winning by four goals to one. (Photo: Mee Cheung).

educational walks are an essential part of our curriculum, and I find that time allowed off during the afternoons in which to play volleyball competitions, football at Cullis Bay, to swim at Kennedy Town, to explore the island and the New Territories in connexion with geography lessons, to visit the reservoirs, industrial undertakings, etc., does not react unfavourably on the work in school. Three or four classes are allowed off at 3 p.m. on most days to play volleyball, occasionally three or four football teams go to Cullis Bay for football, but the time and expense incurred in getting there makes football almost prohibitive. During the summer months about 200 boys went each afternoon, free of charge, to the Kennedy Town bathing beach and many boys learned to swim. I regret this will not be available in 1928. Launch trips round the island and round the harbour have been made; trips on the K.C.R. to Shum Chun, Taiipo and Taiipo Market have been carried out and from these centres the boys explore the country side; walking picnics over Wong Nei Chong to Tytam Tuk, and also along the various conduits and back by motor-bus have been made; and Kowloon residents are indebted to us for completely putting out of action about a dozen old Ford buses in a trip to Castle Peak and Un Long. On one occasion the whole school went to a film of educational interest at the World Theatre, and Class 4 visited the Kowloon Wharves and Godowns, Taiako, Dockyard, Corney's Glass Factory, etc. Apart from gaining a good knowledge of Hongkong and its industries, all these activities afford admirable material for oral and written compositions.

The Medical Officer for Schools visited the school on many occasions and, apart from many defects in eyesight, reported favourably both on the boys' and school premises. Over 700 boys were vaccinated at the school in March.

I am glad to say there have been very few changes in the staff during the year. Old boys of the E. K. S. have done well at the University this year and a number of them have graduated.

The Boy Scouts (6th Troop) is not a very flourishing organization; it is difficult to get boys to join. At Thing Ming they had a camp at Sai Wan with Mr. Leung Kim-shu in charge.

"Quality" The Aim.

I note with great satisfaction that the maximum school age for admission to Class 8 has been reduced to 13, and, if faithfully carried out, this will go a long way towards purging our schools of those comparatively old and duller boys who generally leave after two or three years' tuition. These boys, as I stated earlier on, usually find their level in the lower sections of a class and cannot keep pace with their younger and brighter schoolfellows. They wander about from school to school and our influence over them is of the slightest. They only acquire a smattering of English and I think are well catered for elsewhere. Our aim is "quality," not "quantity."

I desire to thank the executors of the late Messrs. Lau Chu-pak and Chan Kai-ming, also Mr. Ho Kom-tong, for their generous provision of scholarships for which there is great competition. With the increase of fees this year it would be very gratifying if I had more of such scholarships at my disposal, especially in the lower and middle classes, so that well-deserving boys could complete our full school course and eventually go to Q.C. and K.C. with the possibility of the University afterwards. I feel that eight years in the schools of Hongkong and five or six years subsequently at the University would stamp or mould boys as to leave permanent marks. This would redound to the credit of Hongkong and to the advantage of China, with discipline, ideals, and a desire to remember that character and service and not self-interest are the highest things in life.

I beg to express our cordial thanks to Sir Shou-son Chow for distributing the scholarships and prizes to-day. He thereby returns good for evil, for I regret to say that some of our football enthusiasts broke one of our football windows during the summer and on occasions disturbed his post-prandial nap. In addition to the Scholarships and Prizes to be distributed to-day, 70 Proficiency Certificates have already been given to boys in all classes who obtained 75-80 per cent. of the total number of marks. I also beg to thank the staff for their hard work during the year, both in work and play, under somewhat trying circumstances. I really appreciate the support I have had both from English and Chinese members alike.

PRIZE LIST.

The list of winners of prizes is as follows:

Scholarship, 1926.

Lau Chu Pak Scholarship (2nd Instalment).—Poon Ming Cho.
Tai Yau Scholarship (2nd Instalment).—Lui Hok Hol.

Scholarship, 1927.

Lugard Scholar.—Lau Ping Kwong.
Full Free Scholarships to Queen's College.—Chau Nai Chung, Fok Po Keung, Au Lai Kong, Wat King Tim, Wu Ki Lim and Li Tak Kwan.
Tai Yau Scholarship (1st Instalment).—Lok Ping Cho.
Lau Chu Pak Scholarship (1st Instalment).—Tong Chun Hing.
Ho Kom Tong Scholarship (Senior).—Lam Tin Sang.
Chan Kai Ming Scholarship (Senior).—Chu Kwoon Ip.
Mrs. Lau Chu Pak Scholarship (Senior).—Pang Yuk Chuen.
Ho Kom Tong Scholarship (Junior).—Li Yung Kwan.
Ho Kom Tong Scholarship (for Class 6).—Wong Sik Chow.
Chan Kai Ming Scholarship (Junior).—Yee King Chuen.
Mrs. Lau Chu Pak Scholarship (Junior).—Choi Yat Hang.

Government Scholarship.

Class 5 to Class 4.—Lau Ting Chak.
Class 6 to Class 5.—Mak Cheuk Hon.
Class 7-6.—Cheung Kwok Hang.
Class 8-7.—See To Fook.

Special Prizes.

4A.—Chau Nai Chung.
6A.—Mak Cheuk Hon.
7A.—Chung Wing Kwong.
8A.—Abdulla Mustafa.

English Prizes.

In addition to the above, English prizes were won by Wu Ki Ming, Wu Ki Cheuk, Wat King Tim, Chow Hing Cheung, Tung Wing Ki, Chiu Fat, Pang Tit Chung, Chan Wing Tung, Chan Ka Chak, Li Koon Pak, Lam Yau Hing, Wong Sik Ming, Chau Po, Ng Kim Hung, Li Kwan Tong, Tsang Shiu Cheong, Fok Ying Chung, Pang Shau Tin, Mok Shai Wai, Fung Wing Shau, Abdulla Mustafa, Leung Yu Kwong, Wong Chi Fong, Yeung Ping

NICARAGUA WAR.

ENGLISH INTERPRETER KILLED.

Managua, Jan. 13.
Mr. Roy A. Johnstone, civilian interpreter with the United States Marines, reported to be an Englishman was killed near Sandino's recent headquarters.—*Reuter's American Service.*

Argentina's Position.

Buenos Aires, Jan. 13.
A semi-official note states that if the Nicaraguan question is discussed at the forthcoming Pan-American conference in Havana the Argentine delegation, while abstaining from prejudging the relations between Nicaragua and the United States, will make a declaration of principle conformably with Argentina's traditions of respect for the right to self-government and the independence of sister republics.—*Reuter's American Service.*

Mr. Wong Shiu Chuen, Leung Chun Wa, Cheung Yuk Wong and Im Kwan Kun.

English prizes were won by King's College students as follows:—Li Chi Tim, Yu Ping Chau, Clement Long, Lam Nga Kwong, Wong Shing Hui, Yung Yun Man, Chan King Hei, Kwok Pan Kwong, Lo King Sun, Lau Kwong Chung, Kung Im Chik, Fok Chik Kuen, Li Yik Chung, Cheung Chok Kwan, Ma Shiu Chung, Lo Ying Pui, Au Kwok Wai, Lee Cheung Yu, Li Kam Woon and Li Chung Lal.

Chinese Prizes.

The following students won Chinese prizes:—Lo Kung Wing, Lui Chun Chuen, Mok Cho Wing, Pang Yuk Chung, Lau Tin Chak, Cheng King-shing (K.C.), Mak Cheuk Hon, Chiu Po Cho (K.C.), Yung Yun Man (K.C.), Wong Chi Ping (K.C.), Ho Ching (K.C.), Mok See Hui, Li Wing In, Lo Hung Sang (K.C.), Kwok Pau Hing, Wu Kwong Kuen (K.C.), Chau Chung To (K.C.), Yu Yik Keung (K.C.) and Hui Yu Kwong (K.C.).

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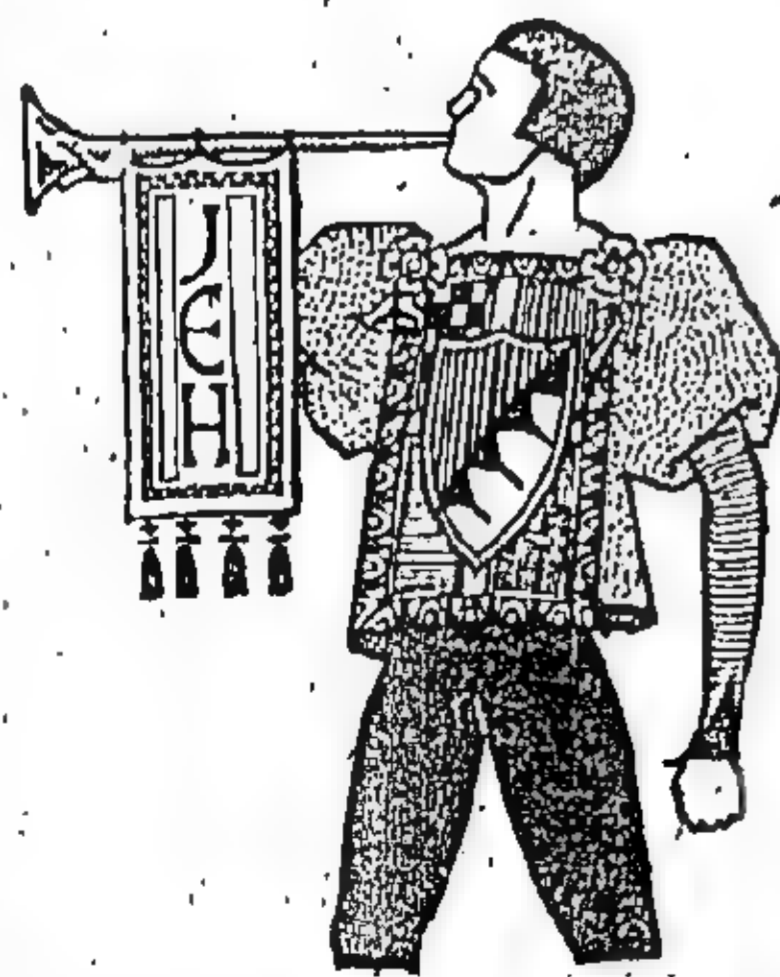
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WITH THE STARS AT HOLLYWOOD.

OLD FAVOURITES INTO STAGE PARTS.

VETERANS COME BACK.

Hollywood, Calif., Dec. 9. Young faces have been getting the big play in motion pictures of the last few years. The comparative newcomers have been given the prominent roles, with the old-time troopers in essential but minor parts.

That status is being reversed. Not a single young player has a role of importance in "Tillie's Punctured Romance," one of the biggest comedies ever produced by Al Christie. Old-time picture fans will get a lot of enjoyment out of comparing this modern film version of the story with the one filmed 14 years ago. The cinema has made great strides in that time.

In getting together a cast of veteran troopers, Christie has made a move other producers have feared to attempt. If the film is successful, we are apt to have quite a number of others along the same lines. Hollywood is like that—its film executives follow each other's leads like sheep.

Four Veterans.

W. C. Fields, Louise Fazenda, Chester Conklin and Mack Swain are playing the leading parts. All of them have been acting since the days of one-reelers. Fields is cast as the somewhat villainous ringmaster of the big circus, which is the setting for most of the picture. He is a veteran of both stage and pictures and has several big comedies to his credit of late.

Louise Fazenda has been a member of the celluloid colony so long that she can remember when she used to be told to bring her car fare and her lunch every time her company went on location. And Louise has not tried to forget those days. In fact, she is rather proud of having spent some years working for what she has now.

Chester Gets Credit.

Some of those who saw the original "Tillie's Punctured Romance" may remember Chester Conklin. He didn't get any screen credit even though he played a dual role. But he was important. One of the funniest scenes in that picture was the battle between Conklin and Charlie Chaplin, then just a beginner, in which they hurtled everything but mud pies at one another. Chester is getting plenty of credit on this film though.

And don't forget Mack Swain. He is another veteran from the original production, having played Tillie's papa in that film. He's filling the same role again this time.

The cinema village is carefully watching the big tent where the comedy is being "shot." Those on the "in" of the picture racket think something big may come of it. And they want to be ready to capitalize upon it immediately. In fact, there are rumours that Scenario writers in several of the larger studios are already working on original stories that will be cast completely with old-timers. Producers want these scripts ready in case "Tillie's Punctured Romance" goes over.

At last the "character guy" is coming into his own in moviana.

For years the real troopers in the film racket have played second fiddle to the handsome sheiks who as a rule did little more than make love to pretty girls. But things are different now. The public signified its desire to see more of the honest-to-good actors who used to be classed as "supporting cast."

Now stories are being written especially for these men. They are getting the big play, with the good looking chaps being pushed into the background. Warner Oland, Hobart Bosworth, George Bancroft, Noah Beery, Wally Beery, Charley Murray, Clyde Cook and a number of other character players are now heading the casts of their films.

Warner Oland worked around the Warner Brothers studio for several years and was in pictures longer than that but he never seemed to get anywhere. Then suddenly his contract was torn up and he was given a new one stating that he was to be featured. He started out in "Goodtime Charley" and for the first time in his long career knew how it felt to be the "big guy."

Both of the Beery brothers, Wally and Noah, are now rated as stars.

Clyde Cook and Charley Murray are other character men who have risen to the top in the profession. Murray is having stories written especially for him out on the First National lot. He always has been funny and now he's making comedies instead of being just the "comedy relief" in someone else's production. Cook is now being co-starred with Louise Fazenda, who has never yet played a straight role in "Domestic Troubles."

The recent success of these old-timers actually has done the movies a lot of good. It has instilled new life into others who have years of experience back of them but until six months ago had nothing ahead of them.

OUR DAILY TALK ON HEALTH.

PROBLEM OF THE TIRED CHILD.

CAREFUL EXAMINATION.

A mother called her physician and greeted him with the statement: "I am simply frantic because I think my child's mind has gone." Her boy, who had always been physically and mentally alert, had gradually begun to lag in his play and to fall in his school work.

Most of the time he sat around, and he responded to appeals for energy with the reply, "I don't want to, I'm too tired." An investigation made by the doctor revealed the fact that the boy had become a gourmandizer. He was eating so much that his digestion was overtaxed. The chief symptom was a sense of mental and physical tiredness.

Dissipation of Energy.

Dr. Samuel McC. Hamill indicates many sources for the symptom of tiredness in the growing child. Sometimes his hours of sleep and rest are insufficient. Sometimes he is being over-stimulated with music, dancing, and extra school activities. Sometimes he is being driven with too many punishments.

It is necessary to study the whole routine of his daily life. If he complains too greatly of tiredness and to find out, if possible, the chief source of the symptoms that indicate a dissipation of his energy.

The parent who wants to take care properly of a tired child should not point at him the finger of scorn, should not indulge him unduly, and worst of all, should not disregard him altogether.

If he is disregarded altogether he will drift along, constantly lagging behind, until some real interest develops in his life and causes him to spurt on his own accord. But he has already lost much valuable time and will have made a much poorer start than other children of his age.

If there is a physical cause for the symptoms of tiredness it must be detected or, like most physical causes its effect will be cumulative and tend to become worse.

Punishing the tired child or burning him with scorn should be classed as inhumane treatment. The child soon realizes that he is being misunderstood and punished without warrant. He becomes morose and resentful; he may retaliate by hating those whom he should love.

When the tired child is pampered and indulged, he learns to lean on the indulgence. His tiredness becomes to him a means of getting what he wants. Such little will power as he has is destroyed, and he is likely to turn out a pitiful failure.

As with most medical conditions here also diagnosis is of the greatest importance. If the child is tired find out what makes him tired. Only removal of the cause will cure him.

AFTER "FOUR" YEARS.

RUSSIAN STOWAWAY RETURNS TO SHANGHAI.

Ivan Ivanovitch, a 17-year old Russian, who had stowed away on a ship, which he boarded at Marseilles, arrived in Shanghai last Friday, and presented himself on Saturday to his mother, whom he had not seen for four years. Saturday was Russian Christmas and the mother was overcome at the unexpected Christmas gift she received in the person of her son.

The youthful Ivan, at his mother's instance, who thought he would be in better hands, left Shanghai in company with his brother nearly four years ago on the same ship, on which the Messageries Maritimes provided passage for a large number of Russian Cadets, transporting them to Serbia, where it was understood that ample arrangements had been made to care for the destitute children.

It seems that everything in Serbia was not satisfactory, however, and the boy and his brother made their way to France.

The mother expressed her longing for her child, and he being homesick as well, desired to return to Shanghai. He was without funds. She was in "distressed" circumstances. And for several years the situation continued as such.

The boy became desperate. Some time ago he stowed away, but was discovered before the vessel reached Port Said. Here he was taken into custody and detained one month before he was transported back to Marseilles.

Again he hid his time and about five weeks ago, he once more boarded a vessel bound for Shanghai. The experience he had acquired in his first venture stood him in good stead. Although he

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moved about in all parts of the ship, on the first class deck and in the second class accommodations, he was not detected until the vessel was within one day's steaming of Shanghai. Then the

master saw him, and upon making a few inquiries, ordered the boy to be detained.

Throughout the voyage the stowaway however, spent most of his time 'tween decks and in the

hold. Sailors and steerage passengers provided him with food, and one Chinese family, who disembarked in Hongkong, are reported to have been especially kind to him.

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EVERYWHERE.

OUR BERLIN LETTER.

[By Gunther Gericks.]

Berlin, Dec. 30.

It is no easy matter to be one of the fathers of a city of five million souls, especially if that city aims at being, in every respect, the metropolis of the German Reich. During the last few weeks, for example, the Corporation of Berlin has been extremely busy; it has dealt with a whole series of gigantic projects, some of which have evoked much public criticism and are doomed to meet with considerable opposition on financial grounds.

In the south-east, it is intended to purchase some estates, for the purpose of extending the girdle of green around the inner town; in the south-west, some modern districts are to be erected on certain inter-suburban spots as yet untouched by the builder; in the west, the building and traffic arrangements are to be carried close up to the "Grünwald," which is destined some day to play the same part in the vast bricks-and-mortar area of Greater Berlin which has hitherto fallen to the "Tiergarten." It is intended to make a purchase of land between Cladow and Gatow on the Havel which will constitute the biggest of its kind hitherto made by Berlin. The total area covers 100 hectares; it contains a glorious old park on the estate of New Cladow, where Bismarck's mother was born, and is unrivalled as the site of a villa colony and place of popular recreation on the outskirts of western Berlin.

Building Exhibition.

Despite the great costs involved, such plans deserved approval, since the expenditure represents productive investment in the continually increasing expansion tendency so noticeable in regard to the German metropolis. On the other hand, warning voices have rightly been raised against the scheme of a building exhibition to run for 10 years. This exhibition is primarily designed to display building materials of all sorts, but will embrace everything connected with the building trade; while all possibility of the exhibition becoming worn out and uninteresting is to be prevented by including supplementary shows of landscape gardening, cemetery planning, tramway and railway construction, town planning, interior decoration and industrial art. A large meeting hall, a stadium and a recreation park will serve to attract visitors.

In a word, the exhibition is to be a most comprehensive affair connected with the already existing Fair Halls in Kaiserdamm. The value of such an undertaking as a stimulus to Berlin economy, as well as to German art and science, need not be questioned; still, great scepticism is allowable as regards the financial possibilities of the enterprise, since the word "exhibition" has become almost synonymous with "deficit."

A Berlin Season.

Greater approval may be accorded to a project launched by the "Fairs Office." The idea is to create a "Berlin Season" in the summer of 1928. In the spheres of opera, the stage, music etc., tip-top performances are to be produced. Moreover, early in July a series of athletic events is to take place while window-dressing competitions, horticultural shows in the parks of Berlin and Potsdam, a corso, etc., are projected.

Thus, during the period most suitable for the sojourn of visitors from all parts of the world, the German capital will present an exceptionally festive aspect.

Old Firms Fail.

These cleverly devised plans of Berlin's leaders stand in sad contrast to many indications of severe economic distress. One after another, a number of old-established merchant houses have been forced into liquidation. Last summer, a leading firm of Berlin wine merchants, caterers and restaurant proprietors, named F. W. Borchardt, was obliged to wind up their concern. Quite recently, again, a most prominent and well-known drapery and costume house, V. Manheimer, likewise failed. The concern, with its premises close to Hausvogteiplatz—round which the trade concentrates—looked back upon almost 90 years of activity, during which it had created a big business both in America and in England. The post-war economic stress—more particularly, the sequestration of private property invested abroad—had already hit the firm very hard; the death blow was due to the continued dwindling of the circles in Berlin whose incomes permitted them to patronize such a house. The number of "new rich" is exceedingly small as compared with the thousands who have been compelled to reduce very appreciably their standard of living.

Similar reasons explain the collapse of the wine house pre-

BANK OF ENGLAND DEFENCES.

LOOPHOLES FOR MACHINE GUNS.

London, Dec. 6.

The rebuilding of the Bank of England revealed two long horizontal loopholes at the top outside a blank wall which is being retained as part of the new building. Each enables four riflemen or two machine guns to sweep the approaches leading to the square before the main entrance. The loopholes were hitherto filled with cunningly devised stones which could be withdrawn by hand. A patrol gallery runs around the top of the building behind the loopholes.

viously referred to. With the closing of the doors, the rendezvous of many of the social elite disappeared, the spot where statesmen, diplomats, and officers met to discuss undisturbed over their glass of wine the burning questions of the day; there vanished also a house which knew how to meet the gastronomic demands of the most refined palate. Where money is scarce, enterprises which serve merely to satisfy the requirements of luxury are doomed to perish.

A Wooden Potsdam.

By the materialization of Greater Berlin, Potsdam has become a near neighbour of the metropolis. Yet, it has lost few or none of its historic features. Surrounded by its gardens and palaces, it lies there as dreamlike as ever on the shores of its lakes and the banks of the River Havel. The municipal authorities, wisely desirous of preserving Potsdam's traditional character, have recently solved in an exemplary manner the pressing housing problem. They have bought an extensive district to the south of the town; in a few months, this district, having been rendered accessible by an electric tramway, will be duly incorporated under the name of "Wald-Potsdam." Here, high above the Havel, there will spring up, not only a delightful villa district, but also a charming excursion resort to which the town-dwellers may flock in search of sun and woodland.

YEARS
ON THE MARKET



What THACKERAY wrote
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still true to-day,—
"There's no sweeter tobacco
—no better brand than the
"Three Castles."

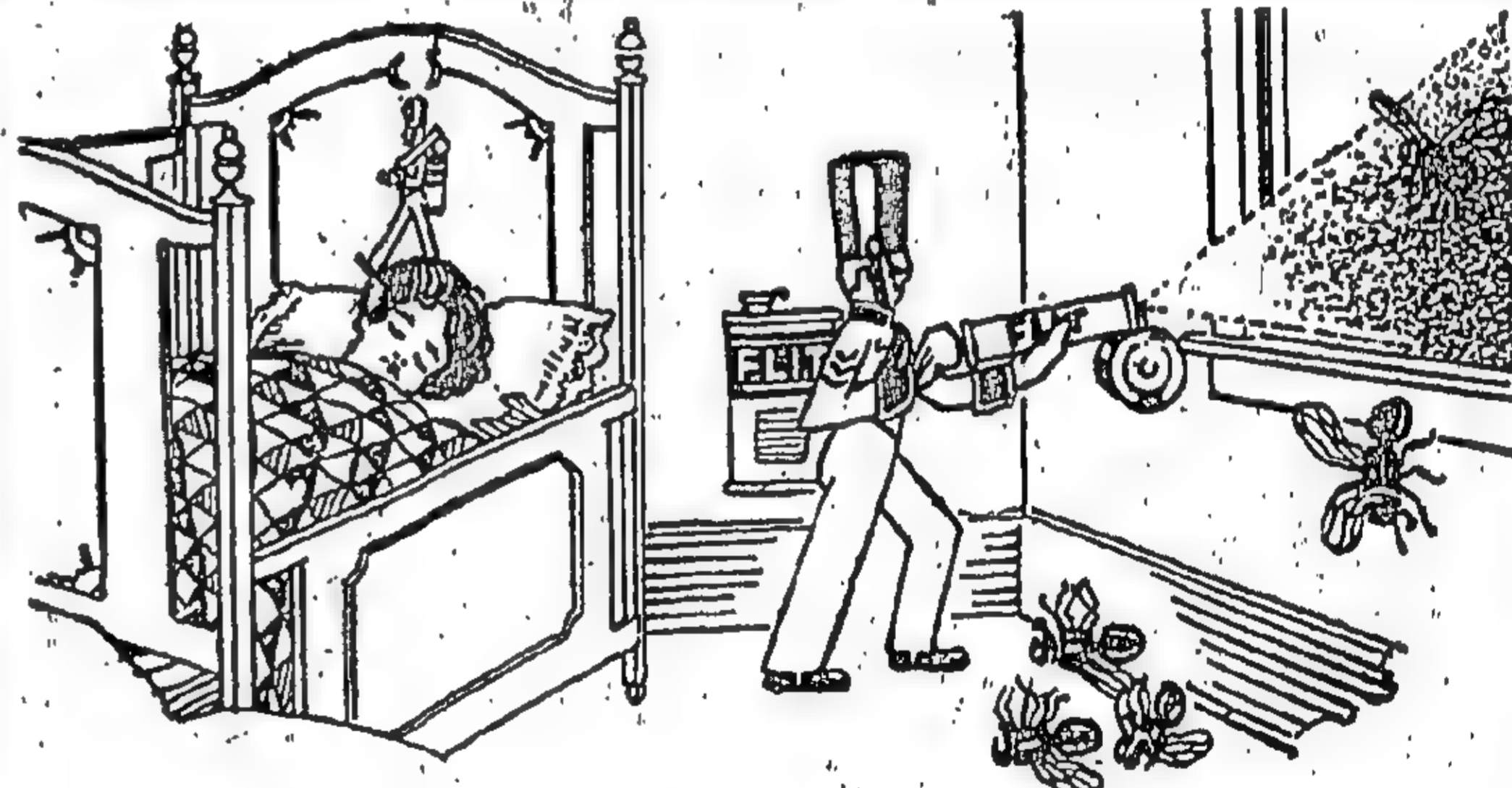
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Three Castles
Cigarettes

A RECORD

of which the manufacturers are
JUSTIFIABLY PROUD

This advertisement is issued by the British-American Tobacco Co., Ltd.



Flies Are Children's Deadliest Enemies!

THE fly is the greatest murderer known. Thousands of babies died last year a result of diseases carried to them by flies. Flies are largely responsible for summer diarrhoea and other intestinal disturbances in children.

The fly lays its eggs in filth and, born in dirt and refuse, it comes direct to man to poison him and his food. Under the microscope can be seen its six hairy legs laden with filth and millions of disease germs.

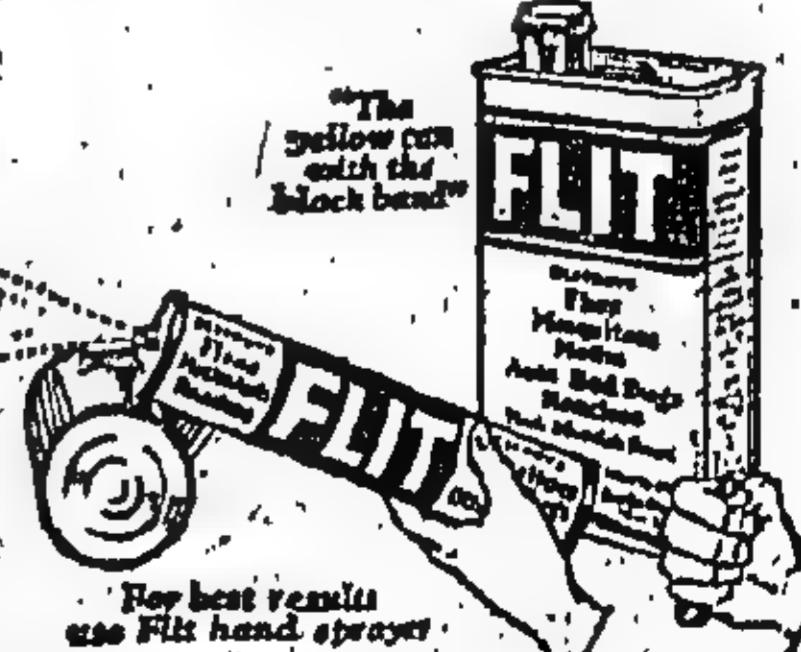
Flit spray clears the house in a few minutes of disease bearing flies, mosquitoes, bed bugs, cockroaches, ants, moths, fleas and silverfish. It searches out the cracks where insects hide and breed, destroying their eggs. Flit spray kills moths and their larvae which eat holes. Extensive tests showed that Flit spray did not stain the most delicate fabrics. Flit is clean and easy to use, death to insects but harmless to mankind. It is economy to use Flit and avoid disease germs. For sale everywhere.

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A peculiar position has arisen in consequence of an offer by the Anti-Drought Association to conduct rain-making experiments at Cape Town by dropping electrified sand on clouds from an aeroplane.

Farmers are asking who will be responsible if the experiments produce torrents and floods, but the Anti-Drought Association refuses to undertake the experiments unless it is freed from liability as to the results, and the controversy is still raging. The whole country is sceptical about the proposed experiments; but the farmers are desperate enough to try the scheme, provided the question of liability is settled.

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ELITE STYLES

for—
DAINTY HATS
LOVELY HAND-BAGS
NOVEL FANCY GOODS
A. P. C. Building

WORK FOR CLEVER FINGERS.



To a slim black satin foundation add a plain, transparent over-dress of black chiffon. Just above the hip-line attach a deep, full flounce of black lace with the pattern outlined in gold thread. With the addition of black ribbon velvet loops, each loop headed with a tiny gold rose, you will have a smart but inexpensive dress.

OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN")

London, Dec. 8. One more little fancy dress suggestion for you—this time from Madeleine—and that will be all this season. There is, we are aware, nothing devastatingly original about Little Red Riding Hood, but if your aspirations are moderate, you may like to know that to make this costume you require four and three-quarter yards of 36 inch red twill (or some similar material) for the frock, cape and hood, and half a yard of 36 inch white muslin for the apron; red shoes, white stockings, and there you are. This is a charming little costume for a very fair or very dark child and has the distinct merit that it is not expensive.

Vanity, Street.

The evening gown by Stephenie is just pale green satin, ornamented with diamante, and with a one-sided neck decoration. Today our evening frocks are divided into two distinct classes—one fluffy, almost crinoline and with the attractive dip at the back to the ankles, no matter how short the front may be; the other, straight and plain and graceful, like the one illustrated here, and still emphasising the vogue for the uneven hem. There seems a tendency to modify the extreme shortness by semi-train effects, dips to one side, sash trains, etcetera, while at the same time there is a marked reluctance to an actual lengthening of the skirts. My observation proves that there never was such a time as the present for being able to wear what you like in evening and afternoon toilettes and still be in the fashion. Summing up the diversity of modes as far as possible, one might say that coats are heavily furred at the collars and cuffs, and straight and plain this year, with here and there fur round the hem as well—according, principally, to the state of the exchequer; that evening gowns are extremely slender and

trailing or extremely bouffant; that the blouse-coat is popular for afternoon toilettes; and that coats are more popular for evening than cloaks—coats of metal fabrics, with wide sensible sleeves, and fur-trimmed. Hats are of course still very small, with a Russian coronal tendency, or, for those whom this rather severe fashion does not suit, a softer hat, turned up in front and with a feather or bow at the side.

Is That So?

Our artist has this week focused his attention on Miss Ellen Wilkinson, M.A., M.P., Labour Member for Middlesbrough, East. For a politician, Miss Wilkinson is youthful, being only thirty-six



years of age, and when I tell you that she is diminutive, with bright auburn hair, perhaps you will not be surprised, for it sounds as though she ought to be an extremely vital kind of person, as indeed she is. She has been Trades Union official and a member of the Manchester City Council; in 1923, when she first contested Ashton-under-Lyne, she was defeated, but in the following year she was elected for her present constituency. Together with Miss Margaret Bondfield and Miss Susan Lawrence, she represents the female side of the Labour Party, as opposed to the four Conservative women. The complete seven, though numerically insignificant, form a gallant and brilliant

little band. If they cannot yet make and unmake kingdoms, at least they can be sufficiently alert to make themselves felt.

The Street of Adventure.

Among the children's books into which I have been delving, I found one rather more serious looking volume entitled "The Boy's Life of Colonel Lawrence" by Lowell Thomas (Hutchinson). Feeling that I could not myself do it justice, I passed it on to one whom I mentally term "a critical kid"—a boy of twelve years old—and he has O.K'd it as "ripping." Colonel Lawrence, you may or may not know—I didn't myself—is one of the most adventurous figures in modern history. As a mere youth of twenty-six he became what might be called an uncrowned king of the Arabs and led them in a most spectacular revolt against the Turks. A point I do remember, however, is that it was this same Colonel Lawrence whose book about this campaign, of which there were only about fourteen copies, I believe, sold for fabulous sums like eight hundred and a thousand pounds a copy.

Having disposed of the critical nephews, there is a book which calls for our own purchase—Princess Antoine Bibesco's "There Is No Return" (Hutchinson). You have doubtless read a lot about anything connected even remotely with "Margot," and you will remember that the Princess is the daughter of the Countess of Oxford & Asquith—but in this case I should like to assure you that here is a book worth blowing at least a small trumpet about. It is "slight" in matter and in size; but it is brilliant—so what more can we want? And—but this must be bought for you, because it costs eighteen shillings—put "With Pavlova Round the World" by Theodore Stier (her musical director) published by Hurst & Blackett, on your list.

VERY DRESSY AND DAINY.



Two shades of blue crepe de chine are used to fashion this delightful new bolero frock. The full skirt and the swathed belt are beautifully in keeping with the short bolero and pouched bodice.

MAKING CUSHIONS.

SOME HINTS FOR THE HOME WORKER.

If you are making your own cushions remember to include one or two triangular shapes. If finished with a heavy tassel, on the one point they are immediately fan-shaped and very attractive. Kapoc is the cheapest of fillings, but down the more lasting. Real eiderdown is prohibitive, but goose down is a good working substitute. Buy down-proof ticking for the under cases or failing that, be sure to coat the inner surface with soap or beeswax to prevent the feathers working through. Make the inner case the exact size of the cover and stuff it tightly. An insufficiently filled case very quickly goes limp and flat at the corners. If your stuffing feels slightly damp when it comes from the shop, air it near the fire before use, shaking continuously, till the lumps have dried out.

INEXPENSIVE.



Red Riding Hood is evolved from red twill and white muslin. Red shoes and white stockings complete an effective and inexpensive little fancy dress.

COIFFEUR ESSENTIAL?

THE RETURN TO HAIRPINS.

Curls, long, fluffy, flat—ringslingling over the ears, falling over the cheeks, and in some cases drooping coyly to the neck, for evening dress, are demanded by some of the greatest authorities in women's hairdressing, writes a woman correspondent.

A famous Parisian coiffeur is coaxing all his clients to wear curls—he has declared that the coiffeur is essential to the success of the new styles of draped and bouffant skirts, frilly dancing frocks, and the 1927 crinoline skirt.

There are to be some tiny flat curls, held in place by little hairpins, which will also thus return to the haberdashery counters of drapers' shops. There are also two styles of curls, one for fair women and another for brunettes. The girl with dark hair must have orderly curls, covering the ears in silken draperies of pretty puffs and just touching the cheeks, but the blonde will arrange her curls fluffily on the forehead, a soft cloud of hair, only touching the brow, with a suggestion of a veil.

This new fashion is only a step removed from the shoulder ringlets of a century ago. Are we to return to them?—Daily Dispatch.

DAINTY UNDIES.

IN SHETLAND WOOL.

Shetland wool underclothes have been made both attractive and serviceable. They are band-ed at the top and, in the case of cami-knickers, round the legs, with matching crepe de Chine so that there is no longer the old danger of their stretching after the first wash. The crepe blindings are further adorned with sprays of silk embroidery.

Whole sets, including nightgowns and a dressing jacket, are obtainable in beautiful pastel shades.

Many of the newest cami-knickers are made with brasserie-like tops of thick lace which extend, if necessary, as far down as the hips.

Serviceable sports knickers of Milanese silk, patterned with tartan designs, are finished with tight, buttonable bands round the legs.

LAMP-SHADE LORE.

SOME NEW SUGGESTIONS.

During the winter especially, the lighting of a room is the final essential to a perfect colour scheme. Why not make it something out of the usual?

Rose and yellow are much in demand, both shades being becoming and warm in effect, but perhaps neither of these colours suits a carefully-thought-out scheme of decoration. Suppose a grey room is in question. Picture a grey gauze shade which hangs in perfectly during the day hours, but, lit, sheds a beautiful orange glow due to a heavy lining of that shade, which may be introduced in the scalloped border if desired.

Then striped silk—say blue or sage-green combined with deep cream and narrow lines of black—is an uncommon choice for a bedroom. If something more feminine is required, shirred chiffon over plain rose taffeta is easily contrived, but effective, no fringe being needed. A very expensive-looking shade for a standard-lamp is simply a question of inserting in a plain one a band of gold or silver lace, run through with strands of brilliant coloured thread. A pale gold silk shade with gold insertion stitch in jade green and black would be a revelation.

Where none of the orthodox colours fit in, try lining champagne or grey with pink, yellow, rose, or orange, or buff with strong blue, for a dining-room or study.

Never line a decorative shade with dead white, but a soft neutral tint. An alternative—which has the advantage of hiding the light bulb—is to use a coloured, or dyed cheese-cloth interlining. This gives a wonderfully rich result. Covering a cottonone with plain silk is also an easy means to a delightful end, the design showing vaguely but effectively. Black silhouettes on any pale-coloured ground can be utilised in the same way, and suit every scheme of decoration. In any case, brilliant colour is preferable in small shades, although the tones of the room may be introduced in the fringes or trimmings of the larger type.

One last hint. Always try a piece of silk against the light before

UNUSUAL EFFECT.



An evening gown of pale green satin, ornamented with diamante. Note the one-sided neck decoration which is very fashionable at the moment.

choosing a colour. The most unlikely combinations of colour—such as a layer of mauve under one of pink—are often most successful. They have also the undoubted advantage of being pleasantly exclusive and individual.

UNPUNCTUAL CHILDREN.

TEACH THEM TO KEEP TO TIME.

Not a few adults have lived to regret the fact that they were not taught punctuality with their A.B.C., yet there are still parents who do not think to rectify this omission when training their own children. When they do awake to the fact that the little ones care little about keeping to time, it is the children who have to suffer most, for it is then only with a strict hand that the fault can be corrected.

As soon as children can toddle and do little things for themselves the training should begin. See that they stop playing in plenty of time to allow them to wash their hands, tidy and be at table punctually.

It is quite a good idea to camouflage this training in punctuality by making it into a game. The hand of discipline can be just as firm, even though it is in a silken glove, and children will follow a lead with far greater willingness when there is a spice of fun.

The game can be quite simple. For instance, each time the children are unpunctual place a mark against them, and at the end of the week the child with the least number of marks has a prize. The nature of this reward will depend upon the child. If the winner is Mary, who loves going out with you, then make the prize a special outing. Or if it is Tom, who likes nothing better than staying up a little late, then the prize can be twenty minutes' extra romp after the usual bedtime hour.

Of course, parents themselves must be punctual or their children will never be so. It is no use trying to teach punctuality when meals are at all old times, and often so late the children have hurriedly to swallow their food and run off to keep their various appointments, whether it be dance lesson, the barber's, school, or the like.

WINTER COATS.

LATEST HAVE FUR TAILS.

Fur is being used on winter coats in larger proportions than ever this season, and every week produces a new idea.

The very latest is a coat of broadtail trimmed with silver fox, with a fur tail attached to the hem at the middle of the back. Not every woman's wear, however, for the price of this coat was in the region of £400.

Still cut to give the slim line, a typical winter coat was of fine grey-velour cloth with a great collar of grey fur stretching down to below the waist-line in front. The fur was so arranged as to create the impression of almost being a fur coat itself. A deep band of fur around the hem reached to within a foot or so of the bottom of the collar, and the sleeves had muff cuffs coming almost up to the elbow.

Another cloth coat had a collar coming all the way down to the hem, shaped exactly like the long stoles which were worn in days gone by. This is a specially popular style which is likely to take the lead in winter coat modes. Detachable little capes of fur, worn with plain tailored coats, are also regaining favour. These capes are wide at the back, narrow off on the shoulders, so that they look like an ordinary collar when they are worn on a coat.

SMART JUMPERS.

IN HAND-KNITTED DESIGNS.

A widely meshed yellow canvas jumper seen the other day was bound at the neck, cuffs, and at the top of the pockets with battlement shaped pieces of matching stockinette. It was a jaunty little garment worn over a tweed skirt in which yellow certainly predominated.

A hand-knitted beige wool jumper, done in the well-known pearl and plain stitch, was finished with a tailored vest and collar of beige and black checked tweed. There were check cuffs and a check band at the bottom. The skirt was of box-pleated tweed to match.

Hand-knitting is frequently treated as material with a few flat plaits on the shoulders to ensure perfect fit.

A hand-knitted beige jumper was worn over a beige and brown tweed skirt. The suit was completed with a brown woollen hand-knitted cardigan, amusingly turned up at the

THIS WEEK'S RECIPE.

LEMON Tapioca Sponge.

One-half cup quick-cooking tap, one cup sugar, two cups water, juice two lemons, two egg whites. Put tapioca, sugar and water into double boiler and cook, stirring often until clear. Add lemon juice and cook three minutes. When cool and beginning to thicken add the stiffly-beaten egg whites and beat well. Serve with boiled custard or heavy cream.

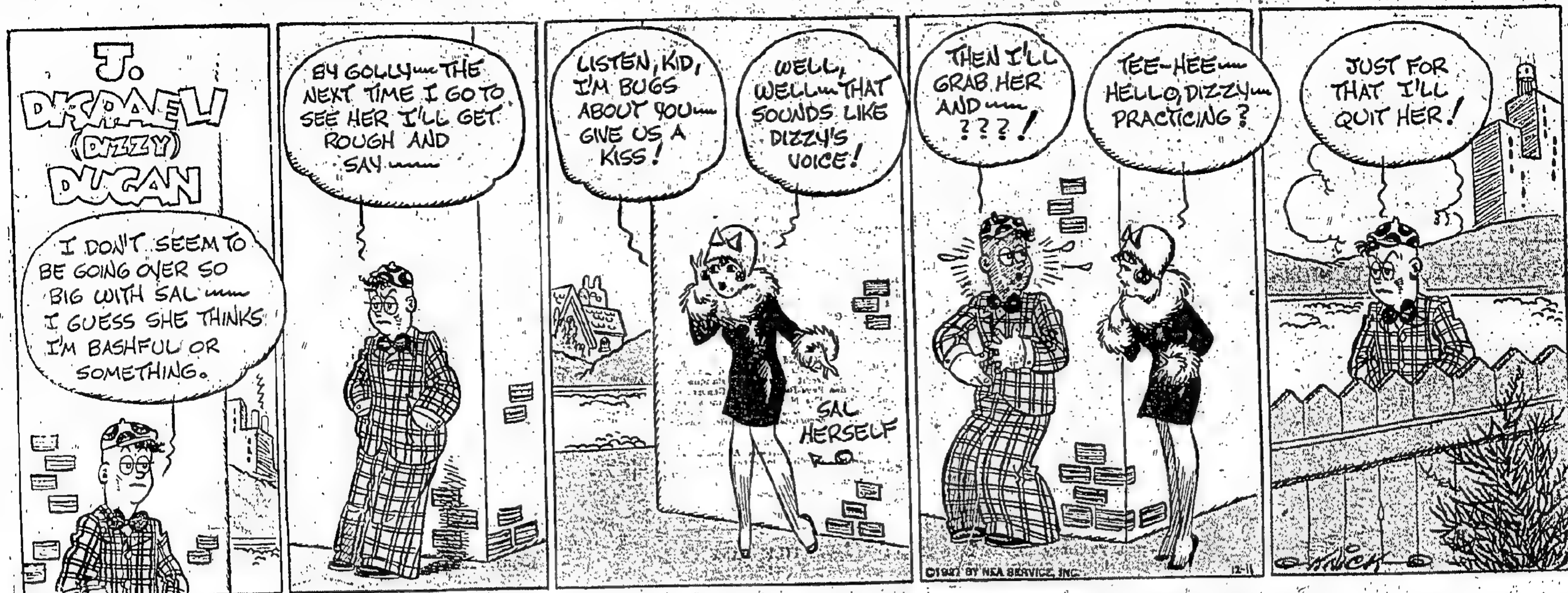
bottom with a sensibly wide knitted hem.

A practical, if surprising, suit consisted of a beige knitted jumper, knitted high to the throat and fastened with buttons, worn over a royal blue and black tweed skirt. The long, straight overcoat of the same tweed was warmly finished with a lining of knitting.

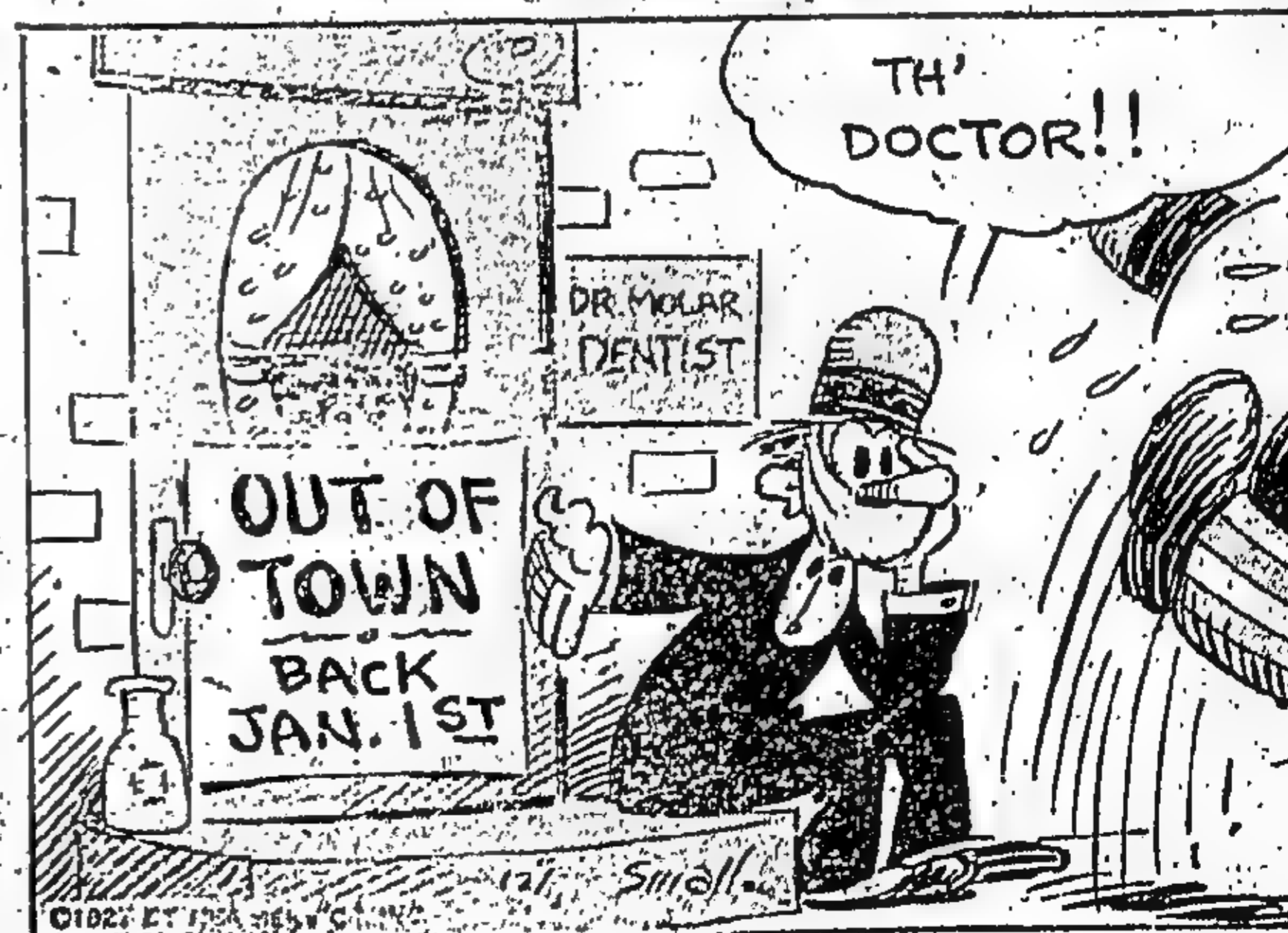
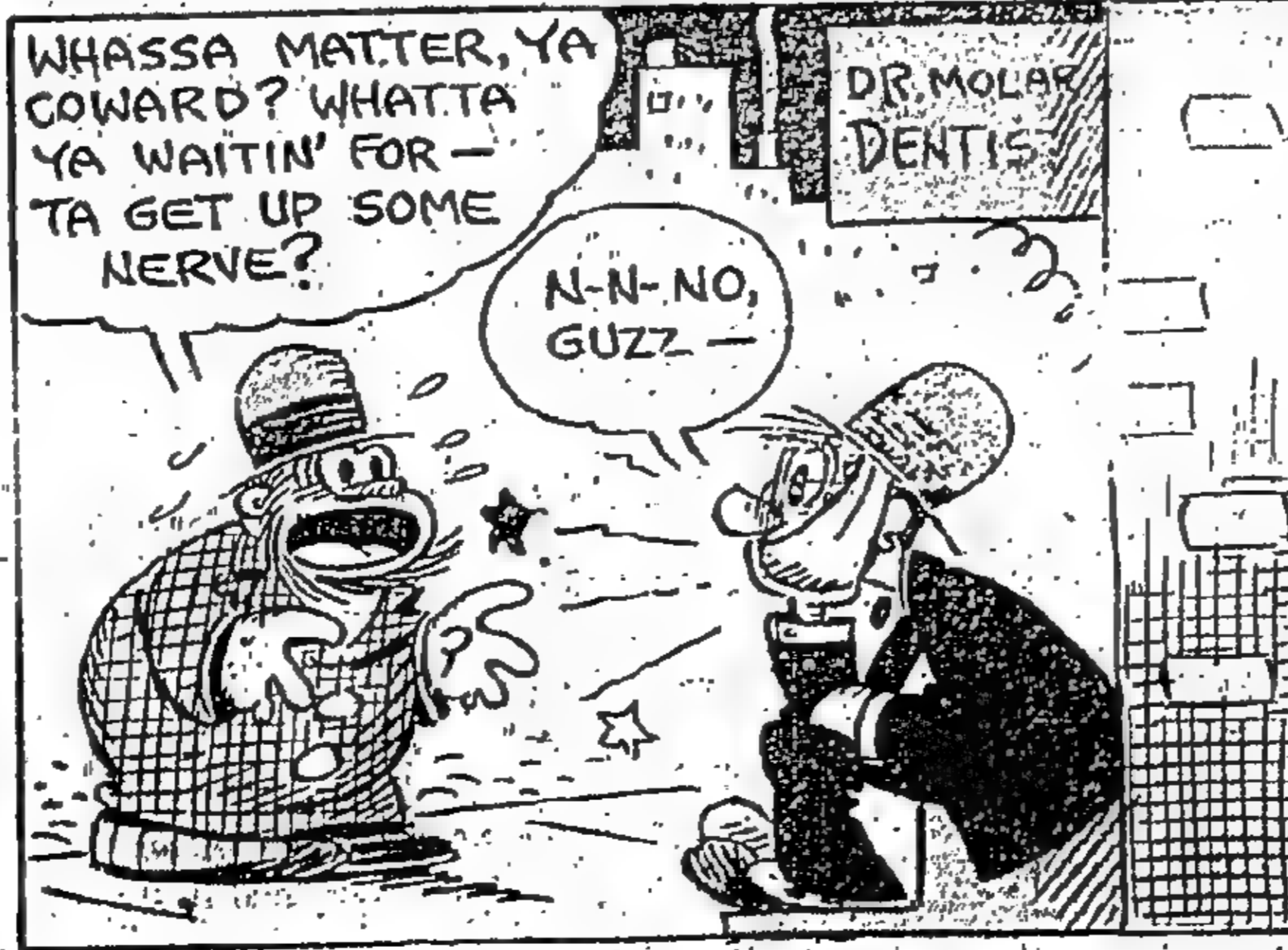
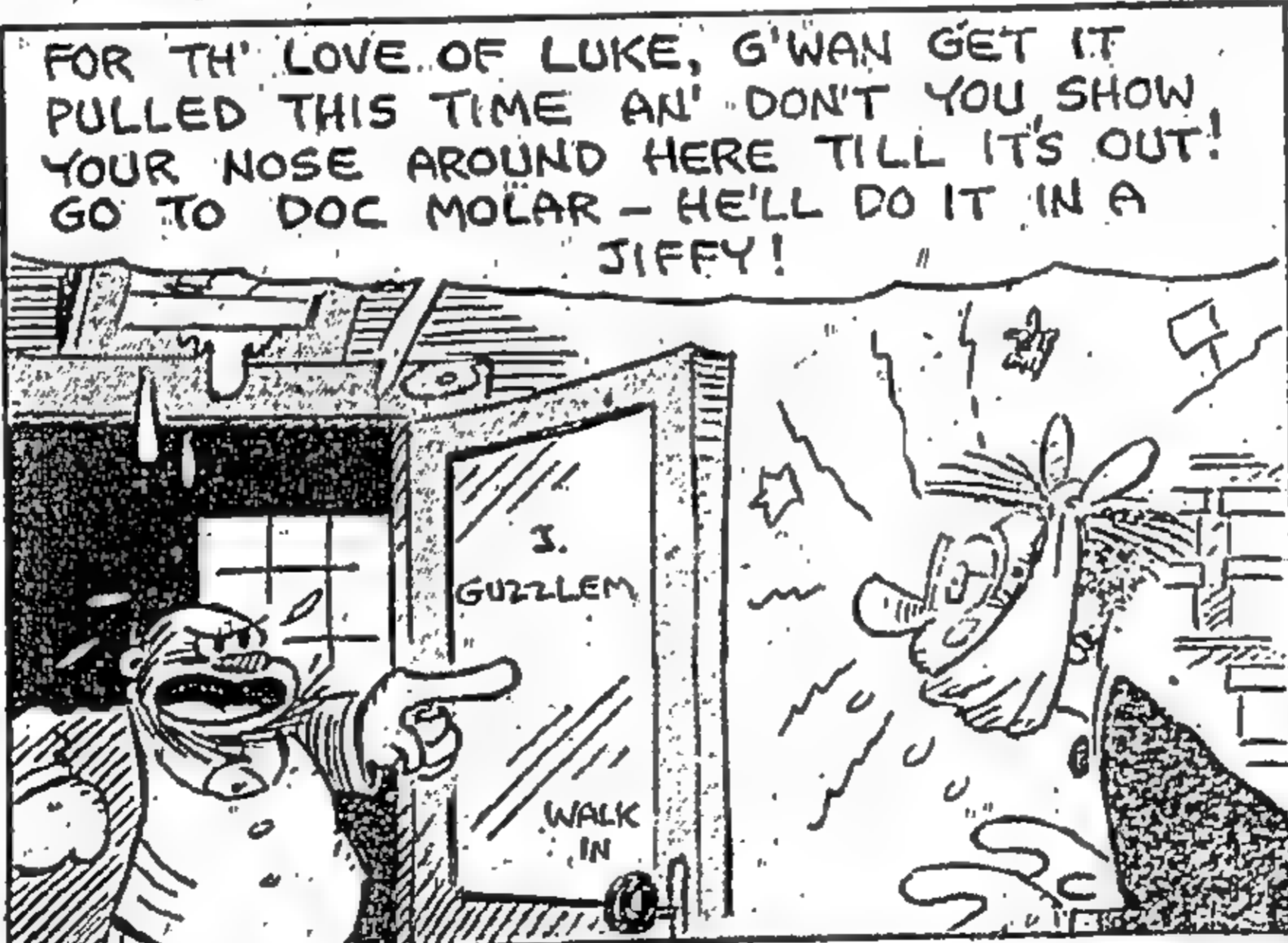
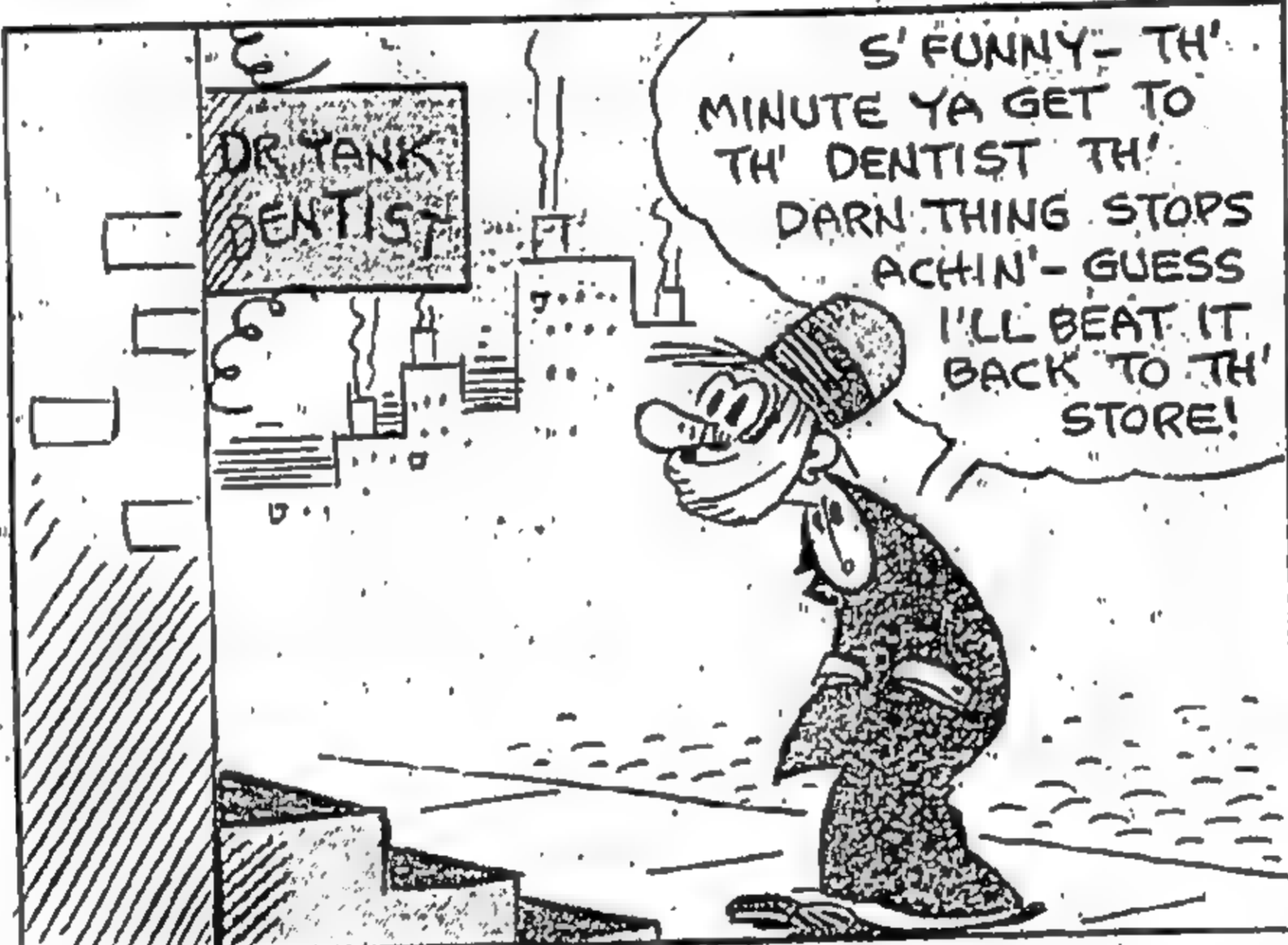
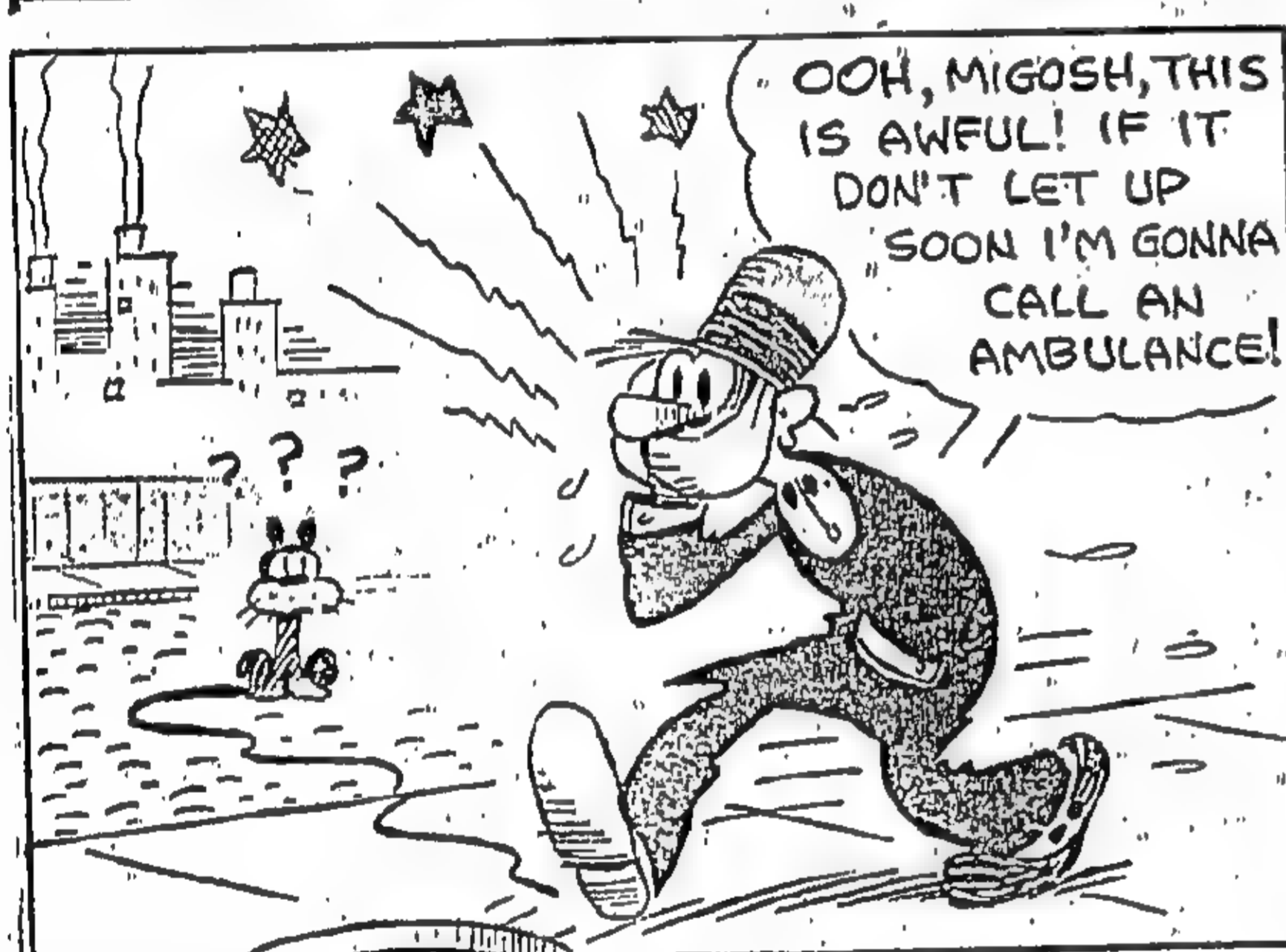
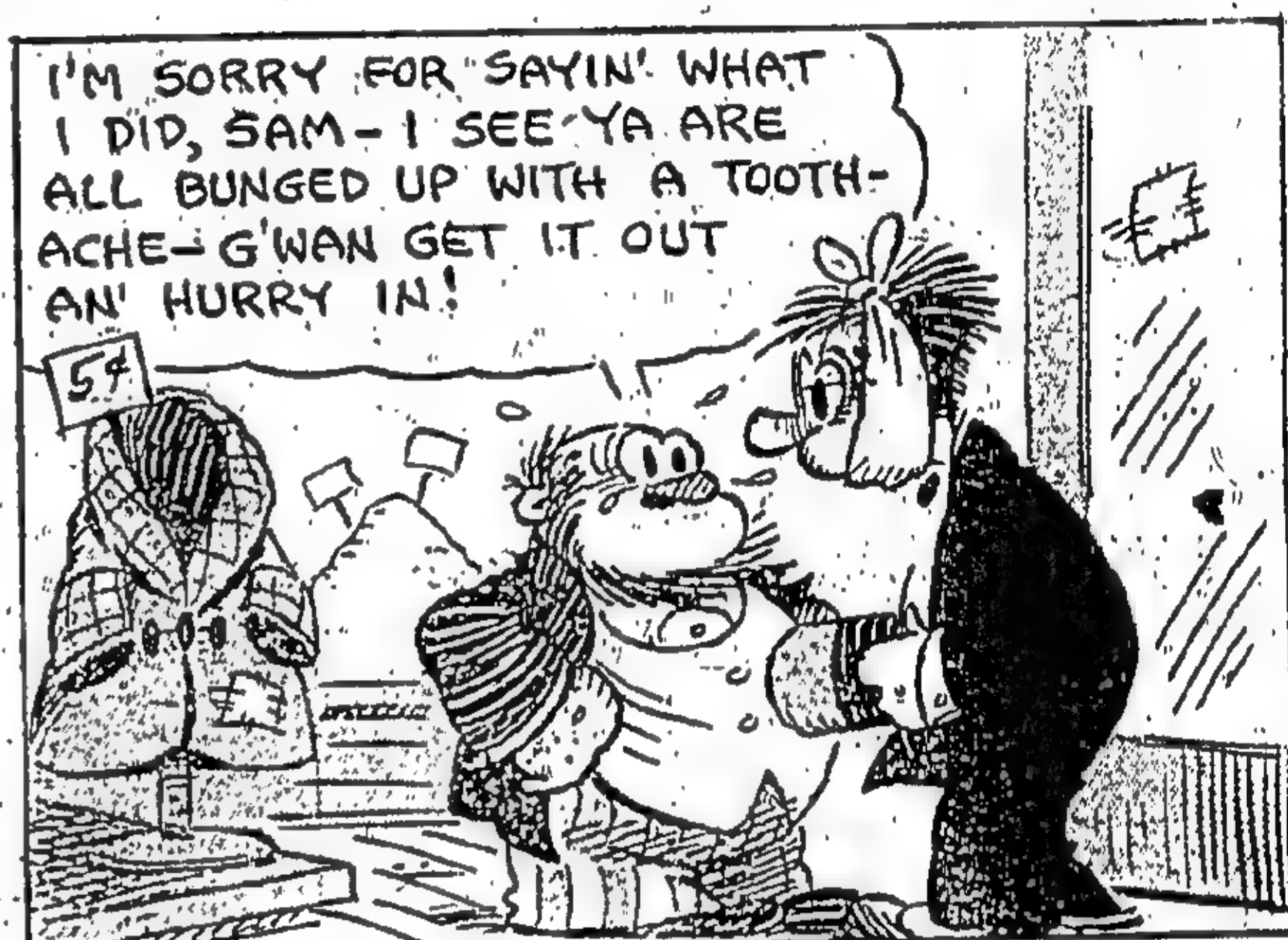
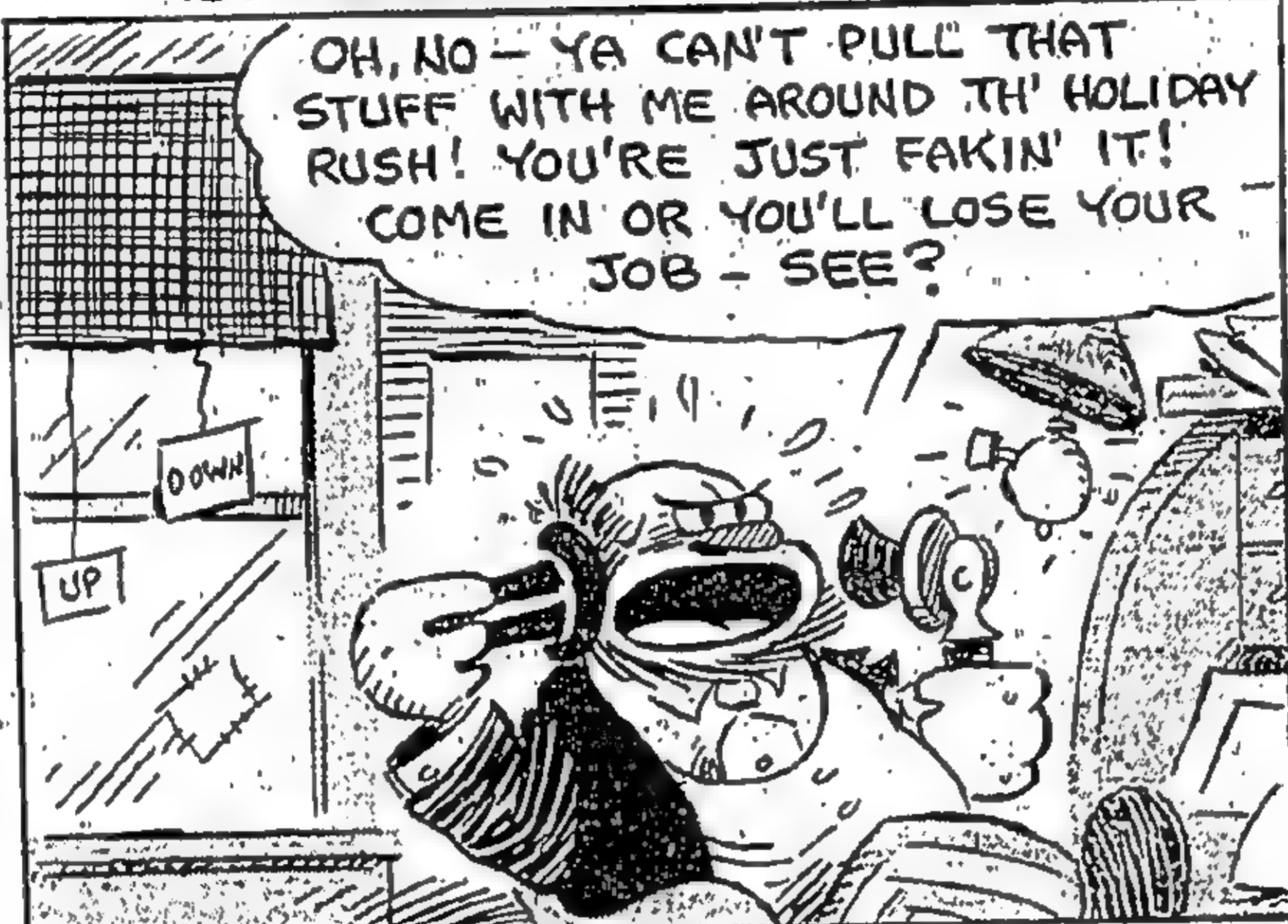
THE NEW RED.



This frock affects the new red tone to further accent its chic. Use of pin tucks for trimming, slightly bloused top and wide, gored skirt, are style points.



SALESMAN SAM



WHITEWAYS FOR STANDARD VALUES

THE BLUE FUNNEL LINE

**REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES**

LONDON SERVICE

"ANTENOR"	25th Jan.	Mar'les, London, R'dam & Glasgow
"PERSEUS"	7th Feb.	Mar'les, London, R'dam & Hamburg
"HIERON"	22nd Feb.	Mar'les, London, R'dam & Glasgow
"GLAUCOS"	6th Mar.	Mar'les, London, R'dam & Hamburg

Via Danubius.

LIVERPOOL SERVICE

"CYCLOPS"	20th Jan.	Genua, Havre, Liverpool & Glasgow
"MENTOR"	20th Feb.	Genua, Havre, Liverpool & Glasgow
"ACHILLES"	5th Mar.	Havre, Liverpool & Glasgow
"POLYTHEMOS"	1st Apr.	Genua, Havre, Liverpool & Glasgow

PACIFIC SERVICE

via Kobe & Yokohama

"PROTEUS"	23rd Jan.	Victoria, Vancouver & Seattle
"TALYBUIUS"	13th Feb.	Victoria, Vancouver & Seattle

NEW YORK SERVICE

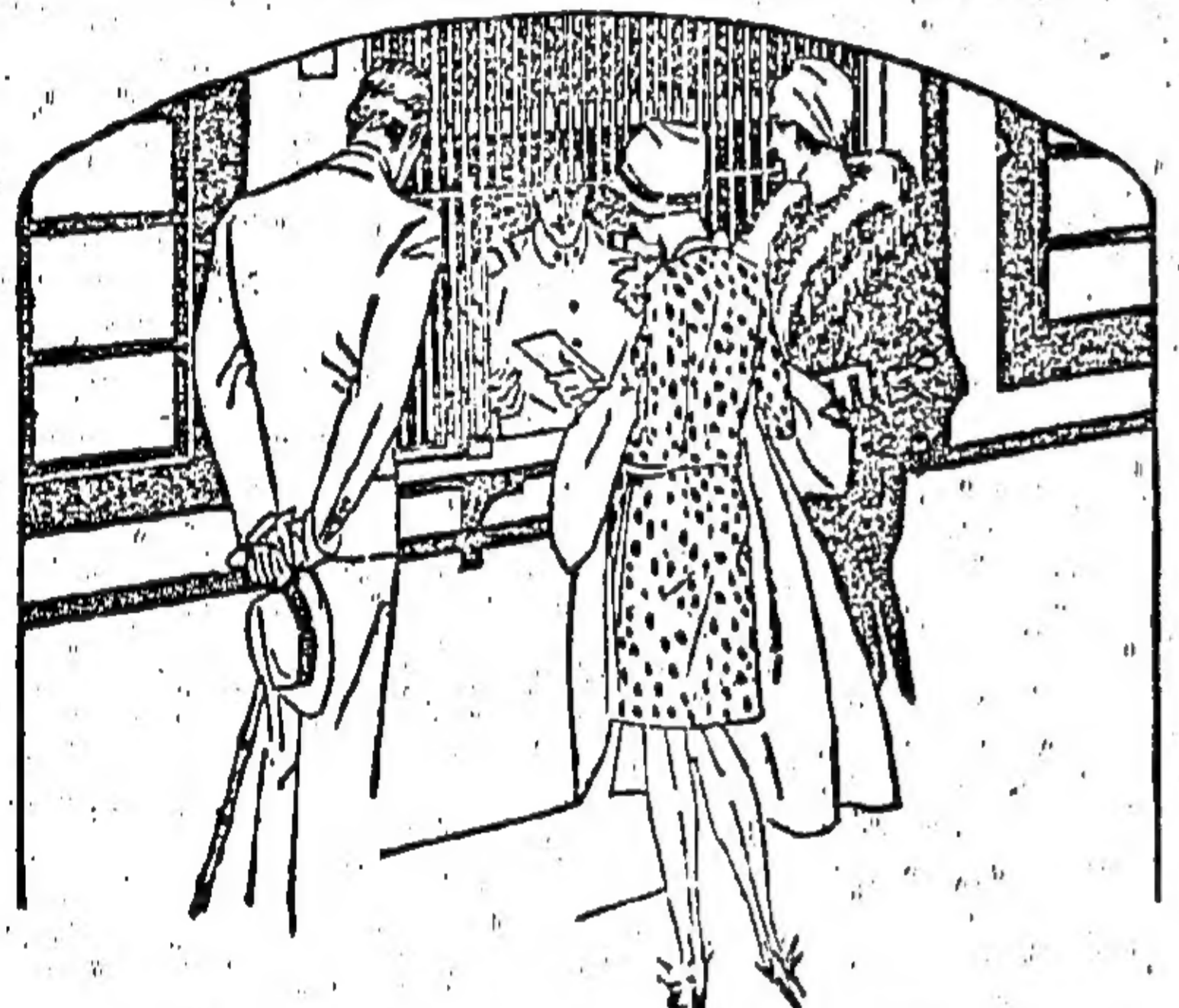
"LYDAON"	9th Mar.	New York, Boston & Baltimore
"RHESUS"	9th April	New York, Boston & Baltimore

PASSENGER SERVICE

"ANTENOR"	25th Jan.	Singapore, Marseilles & London
"HECTOR"	22nd Feb.	Singapore, Marseilles & London
"AEneas"	19th Mar.	Singapore, Marseilles & London
"BARPEDON"	16th April	Singapore, Marseilles & London

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The Sunshine Belt via Honolulu	The Shortest Route to America
Fortnightly sailings on Tuesdays	Fortnightly sailings on Wednesdays
Pres. Grant ... Sun. Jan. 15, 9 a.m.	Pres. Lincoln ... Wed. Jan. 5th
Pres. Cleveland ... Sun. Jan. 22, 9 a.m.	Pres. Madison ... Wed. Feb. 8th
Pres. Pierce ... Sun. Jan. 29, 9 a.m.	Pres. Jackson ... Wed. Feb. 22nd
Pres. Taft ... Sun. Feb. 5th	Pres. McKinley ... Wed. Mar. 7th

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Pres. Monroe ... Sun. Jan. 15, 9 a.m.	Pres. Hayes ... Sun. Feb. 26, 9 a.m.
Pres. Lincoln ... Sun. Jan. 22, 9 a.m.	Pres. Polk ... Sun. Mar. 11, 9 a.m.
Pres. Cleveland ... Sun. Jan. 29, 9 a.m.	Pres. Adams ... Sun. Mar. 25, 9 a.m.

to MANILA

Pres. Monroe ... Jan. 15th, 8 a.m.	Pres. Wilson ... Jan. 20th, 8 a.m.
Pres. Lincoln ... Jan. 17th, 6 p.m.	Pres. Madison ... Jan. 31st, 6 p.m.
Pres. Cleveland ... Jan. 23rd, 6 p.m.	Pres. van Buren ... Feb. 12th, 8 a.m.

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L4 HEROES.

RECOGNITION OF SEAMEN'S GALLANTRY.

London, Jan. 13. The Royal Humane Society has awarded silver medals to three of the crew of the submarine L4 for saving the lives of thirty Chinese aboard the steamer s.s. Irene in the Bias Bay affair of October 20. —*Reuter.*

(It will be recalled that the China Merchants s.s. Irene was sunk in Bias Bay on the night of October 20 after she had been pirated on a voyage from Shanghai. The submarine L4, on seeing a darkened vessel entering the bay, signalled to her to stop without result. This was followed by a warning shot across the bow, but still the ship went on. She was then disabled by gun fire. Fire broke out and later the Irene sank. Out of a total of close upon 250 people on board only 14 lives were lost, the sailors on the submarine repeatedly diving into the sea saving Chinese struggling therein.)

THOMAS HARDY.

TO BE BURIED AT WESTMINSTER.

London, Jan. 13. The cremated remains of Thomas Hardy will be buried in Westminster Abbey on Monday afternoon. The consent of the Dean of Westminster was promptly given after a conference with some of the dead writer's closest friends, including Sir James Barrie, and the proposal was telegraphed to Mrs. Hardy who accepted it on the ground that although her husband had expressed a wish to be buried in the Stinsford Churchyard near his home, the nation's desire in the matter must be obeyed. General satisfaction is expressed that this last national honour should be accorded him. —*British Wireless.*

SEVEN HOUR DAY.

EXTENDED TO EIGHT MORE TEXTILE MILLS.

Moscow, Jan. 13. The seven-hour day has been introduced in another eight textile mills. —*Reuter.*

[A Moscow message of January 7 stated: The Government commission has decided to enforce a seven-hour day in fifteen big textile enterprises, thereby absorbing 17,000 more workmen.]

RUSSIANS RELEASED.

CREW OF PAMIAI LENINA.

Peking, Jan. 13. It is reported from Tsingtau that the crew of forty-seven from the ex-Soviet steamer Pamiai Lenina, who were imprisoned at Tsingtau for eleven months under the most insanitary conditions and without trial, have been released and are sailing from Tsingtau for Vladivostok on the 14th inst. —*Reuter.*

INDUSTRIAL PEACE.

GENERAL SATISFACTION.

London, Jan. 13. Yesterday's conference on industrial co-operation between an influential group of employers and the Central Council of the Trade Union Congress, entered on the field of investigation re industrial re-organisation and industrial relations, and general satisfaction is expressed on both sides at the spirit displayed and the progress made. The *Daily Herald*, a Labour organ, expresses the view that the conference, "may well prove to be momentous in the history of British industry." It lasted three hours and a long joint report was afterwards issued. On the proposal of Mr. Ben Turner, leader of Trades Union Council, Sir Alfred Mond of the employers group occupied the chair it being arranged that Mr. Turner should preside at the next meeting, and that the chair should be occupied subsequently by Sir Alfred Mond and Mr. Turner alternately.

Employers' Views.

In outlining the views of the employers Sir Alfred Mond expressed the view that the conference should consider not those problems directly implicated in particular industries, which must be dealt with by the industries themselves, but the whole question on the broader line of industrial development. During the last generation the whole trend of industry had altered. Changes had tended to eliminate the personal touch and the humane factor. These important factors must be kept in existence. Among the general problems requiring investigation he suggested housing, health, and unemployment schemes, also methods to avoid trade disputes; the advisability of a national permanent standing committee of employers and employees to consult periodically on topics affecting industry; the effects of rates and taxes, on industry.

Benefits for Workers.

Among the measures to benefit workers is advocated the consideration of means to improve their security and status; new avenues of employment for young men; workers' councils to smooth out daily differences; pensions in old age; participation on the basis that the worker was not merely entitled to a fixed percentage of his wage but should share in the general prosperity and progress of his industry.

Mr. Turner welcomed Sir Alfred Mond's statement and the Trade Union Council will meet shortly to consider it. A committee from each side will then confer about further arrangements. After yesterday's meeting Mr. Turner described the employers' proposals as exceedingly impressive and said that the Trades Union would accept them "with unanimity." —*British Wireless.*

FISHERMAN ROBBED.

DESPERADOS OPEN FIRE AT TWO BOATS.

A robbery on board a fishing boat off Lung Ku Island on New Year's Eve was related at the Kowloon Magistracy yesterday afternoon, when a Chinese was charged before Mr. W. Schofield with complicity in the affair.

Sub-Inspector Dorling, who prosecuted, outlining the case, said that the complainant and his wife were the owners of a fishing boat. It was alleged that on December 31, while the boat was off Lung Ku Island at about 9 a.m., another fishing boat was seen coming towards them. The complainant was ordered to lower the sails of his boat while the other went alongside.

Four men were on board the new arrival and of these men the complainant recognised the defendant, having known him for the past three years. The defendant and another man then boarded the complainant's boat and producing revolvers which they pointed at their victims, they asked where the money was kept.

The complainant informed the intruders that there was no money on board. The defendant then went into the hold and ransacked the master's quarters, while the other man kept guard on deck. From a drawer, the defendant took \$25 in Hongkong money and \$5 in Chinese currency, together with a few articles of clothing.

During the time that the defendant was in the hold another fishing boat was seen approaching in the distance. The robbers immediately sailed away in the direction of Lin Tin Island.

When the third boat arrived on the scene the complainant informed him of the robbery. The two masters then turned their boats in the direction taken by the robbers and gave chase. After a short time they sighted the robbers' boat and gradually decreased the distance between them and the pursued. On nearing the robbers' boat, two shots were fired at the pursuers, causing them to abandon the chase.

No report was made of the occurrence until January 4, bad weather preventing the complainant from going to Tai O. On reaching Tai O four days later, the affair was reported to the Police with the information that the defendant had been concerned in the robbery. The defendant was a well-known figure in Tai O and as a result was arrested shortly after noon on the same day. The case was adjourned.

AIR MAIL LINES.

AN EXTENSION TO SOUTH AMERICA.

Washington, Jan. 13. Postmaster-General New has urged the Post Office Committee of the House of Representatives to extend the American air mail lines to South America along the route flown by Colonel Lindbergh. —*Reuter's American Service.*

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UNITED KINGDOM & CONTINENT	ELLERMAN LINE
"CITY OF CALCUTTA" ... Mar'les, London, R'dam & Hamburg	20th January.
"CITY OF PEKIN" ... Havre, London, R'dam & Hamburg	14th February.
"CITY OF BENARES" ... London, Rotterdam & Hamburg	20th February.

AUSTRALIA ... SINGAPORE/AUSTRALIA	AUSTRAL-INDIAN LINE
"CITY OF PALERMO" ... Leaves Singapore	7th February.
"CITY OF SPARTA" ... Leaves Singapore	7th March.

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BOSTON, NEW YORK & BALTIMORE ... AMERICAN & MANCHURIAN LINE	
"CITY OF BENFORD" ... via Suez Canal	22nd January.
"CITY OF KIMBERLEY" ... via Suez Canal	20th February.
"CITY OF DURHAM" ... via Suez Canal	23rd March.
"CITY OF DUNKIRK" ... via Suez Canal	20th April.

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"MYRTLEBANK" ...	5th February.
MAURITIUS & SOUTH AFRICA ... ORIENTAL AFRICAN LINE	
"TINHOW" ...	20th April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Ongetown.
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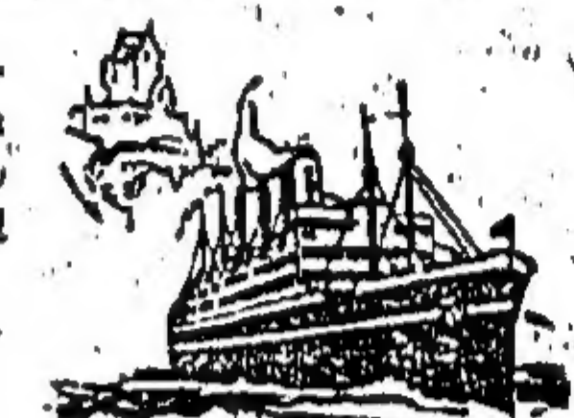
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EXCURSION TO MACAO.

On SUNDAY, the 15th January,

HONGKONG TO MACAO | MACAO TO HONGKONG

9.00 a.m. "SUI AN" | 5.00 p.m. "SUI AN"

RETURN SALOON PASSAGE FARE \$5.00

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M.V. "DELHI" ...	Loading about 22nd February
M.V. "CEYLON" ...	15th March
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M.V. "CEYLON" ...	5th February

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OIL MONOPOLY.

RUSSIAN PRODUCTS IN SWITZERLAND.

Geneva, Jan. 13. A Soviet Petroleum Syndicate has granted a local firm a monopoly for Russian oil products in Switzerland. —*Reuter.*

THE DEMOCRATS.

TO MEET AT HOUSTON IN TEXAS.

Washington, Jan. 13. The venue of the Democratic Convention has been fixed for Houston, Texas. —*Reuter's American Service.*

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£120, £112, £110 £102 £83 via SAN FRANCISCO
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Tonyo Maru ... Sunday, 29th Jan.
Korea Maru ... Tuesday, 7th Feb.
Siboria Maru ... Tuesday, 6th Mar.
LONDON via Singapore, Suez, Marseilles & Ports.
Kito Maru ... Saturday, 14th Jan.
Haruna Maru ... Saturday, 28th Jan.
Kamo Maru ... Saturday, 11th Feb.
SYDNEY & MELBOURNE via Manila & Ports.
Aki Maru ... Wednesday, 18th Jan.
Mishima Maru ... Wednesday, 22nd Feb.
BOMBAY via Singapore, Penang & Colombo.
Awa Maru ... Saturday, 14th Jan.
SOUTH AMERICA (WEST COAST) via Japan, Honolulu,
Los Angeles Mexico & Panama.
Ginyo Maru ... Sunday, 6th Feb.
SOUTH AMERICA (EAST COAST) via Singapore,
Capetown & Ports.
Kamakura Maru ... Friday, 20th Jan.
NEW YORK and/or BOSTON via PANAMA.
Tatsuno Maru ... Tuesday, 7th Feb.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
Durban Maru ... Saturday, 14th Jan.
CALCUTTA via Singapore, Penang & Rangoon.
Ceylon Maru ... Thursday, 19th Jan.
NAGASAKI, KOBE & YOKOHAMA.
Mishima Maru ... Friday, 20th Jan.
SHANGHAI, KOBE & YOKOHAMA.
Adon Maru (Takao Direct) ... Saturday, 14th Jan.
Tajuma Maru ... Saturday, 14th Jan.
Atsuta Maru ... Tuesday, 24th Jan.
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REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on, or about	Will leave on, or about	For
Tjiparas	Java, M'la	In Port	14th Jan	Swatow & Saigon
Tjitaroom	Java, Mesr	14th Jan	16th Jan	Amoy, N. China
Tjilalak	N. China	16th Jan	18th Jan	Batavia
Tjisondari	Batavia	19th Jan	21st Jan	Amoy, Shanghai & Keelung
Tjilasoero	Shai, K'lung	23rd Jan	25th Jan	Batavia
Tjibodas	Java, Mesr	30th Jan	1st Feb	Amoy, N. China
Tjikembang	Batavia	2nd Feb	5th Feb	Amoy, Shanghai & Keelung
Tjisondari	Shai, K'lung	6th Feb	8th Feb	Batavia
Tjibodas	Java Mesr	13th Feb	15th Feb	Amoy, & Saigon
Tjitaroom	N. China	13th Feb	15th Feb	M'kar & Java
Tjikarang	Batavia	15th Feb	19th Feb	Amoy, Shanghai & Keelung
Tjikembang	Shai, K'lung	20th Feb	22nd Feb	Batavia

† Via Macassar.
‡ Via Batavia.
The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
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INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamers.	Sailings.
TO TSINGTAO via SWATOW & SHANGHAI	Hopsang Hangsang Yatshing Fooshing	Sun. 15th Jan at 7 a.m. Wed. 18th Jan at 7 a.m. Wed. 25th Jan at 7 a.m. Sun. 29th Jan at 7 a.m.
TO OSAKA via AMOY, MOJI & KOBE	Kutsang	Wed. 18th Jan at 7 a.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	Fooksang Laisang	Mon. 13th Feb at 7 a.m. Sun. 29th Jan at 7 a.m.
TO CANTON	Yatshing	Tues. 17th Jan at 2 a.m.
TO STRAITS & CALCUTTA	Namsang Kumsang	Wed. 1st Feb at 3 p.m. Tues. 7th Feb at 3 p.m.
TO SANDAKAN	Hinsang	Wed. 25th Jan at 3 p.m.

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GLEN LINE.

Fare Hongkong to London £82.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "GLENIFFER" (Via Oran) ... 25th Jan.
Motor Vessel "GLENAMOY" (Via Oran) ... 2nd Mar.
Motor Vessel "GLENLUCE" (Via Oran) ... 4th Apr.
Motor Vessel "GLENAGARRY" (Via Oran) ... 2nd May.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Due Hongkong.
Motor Vessel "GLENAMOY" ... 21st Jan.
Steamship "GLENSANDA" ... 28th Jan.
Motor Vessel "GLENAPP" ... 3rd Feb.
Motor Vessel "GLENLUCE" ... 24th Feb.
Steamship "GARMARTHENSHIRE" ... 5th Mar.

For freight, passage and further particulars, apply to:
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EXCITING SAIGON SCENE.

POLICE OFFICER INJURED.

Saigon papers received by the last mail report a violent scene at a local boarding house, resulting from the visit of a Municipal officer. It appears from a report in the Government organ *L'Impartial*, that, on a recent morning, while it was still dark, M. Goubert, Chief of a Corps of Gendarmes, officially styled, "the Brigade for the Protection of Morals," went to a boarding-house situated at the junction of Bonnard Boulevard and Rue Filippini, for the purpose of effecting the arrest of a Saigonese woman, aged 30, whose apprehension the municipal authorities had sought for a considerable time. The official entered her room, whereupon the lady suddenly took up a kitchen knife and aimed a blow at the official's head. The latter dodged the weapon, but the hand which he put up to ward off the blow was almost severed at the fingers. The woman then put her clothing in disorder, and inflicted sundry superficial injuries on herself, with a view, according to the paper, of giving a false appearance to the nature of the struggle. The son of the boarding-house proprietor, when called into the room, ordered M. Goubert out, says the *Impartial*. "But," says the same journal, "here is an affair which will have far-reaching results, and let us hope that in the honour of justice, and the maintenance of public order, M. Goubert will be rigorously supported by his superior officers." It is recalled that M. Goubert was once previously nearly murdered in the execution of his duties, and, after that occasion, he received a medal for meritorious services.

DOLLAR EXCHANGE.

LOSS ON HONGKONG OPERATIONS.

London, Jan. 13. The transactions of the Treasury Chest Fund account for 1926 has resulted in a net loss of £15,000, according to the Auditor General's report, which is due almost entirely in connexion with operations in Hongkong, where business was adversely affected by the continuous fall of the dollar between April and December, and caused substantial loss on conversion of dollar balances into sterling. This was only partly offset by subsequent appreciation. Secondly, toward the end of the year when the dollar was appreciating and the requirements of the Chest was abnormally heavy owing to disturbances in China, a loss was incurred owing to the official rate for the issue of dollars at the station being lower than the rate at which dollars were purchased. —*Reuter*.

THE KUOMINTANG.

CONFERENCE MEETS.

Shanghai, Jan. 13. The fourth plenary session of the Kuomintang met at Nanking this afternoon; twenty-three members being present. The notable absentees were C. C. Wu and Sun Fo, the latter of whom declined the new appointment as Minister of Reconstruction. The banker, Cheng Yung-min, has declined to take up the Vice Ministry of Finance. —*Reuter*.

PROHIBITION'S LATEST TRIUMPH.

A BIT OF INTERNATIONAL COMEDY.

Until recently it was assumed that the boundary between the United States and Canada leaked in one direction only; that the liquid pressure and supply was all on the north side of it and that the more or less (usually more) steady seepage was uniformly toward the south, creating a dampness in this country in violation of the statutes and regulations in such cases made and provided. Now it appears that there is a double leak in this boundary line. It seems to be equipped with two-way valves which may be operated as readily from one side as the other. And the surprising feature is that the flow from the "dry" side is just as moist as that from the "wet" side, a phenomenon that prompts the *St. Paul Pioneer Press* to observe: "This is the America public presented with a foreboding glimpse of the ultimate triumph of Prohibition—a glimpse of fleets and forces guarding the borders of dry America to keep our liquor from spilling over into other lands." We have asked the Canadian government to co-operate with us to keep "wet" Canadian alcohol from crossing the border into the United States. Now the Canadians ask our Government to co-operate with their in keeping "dry" American alcohol out of Canada. For no matter how "dry" we proclaim it to be on our side of the line, it is found to be exceedingly "wet" when it crosses the border. There is a growing suspicion that a constitutional amendment cannot make alcohol dry any more than it has succeeded in making the country dry. And we view with considerable amusement the border comedy of a dry country flooding a wet one, and the wet one seeking means to dam the flow on one side while we damn it on the other. —*The Value World* (Chicago).

A late 16th-century morocco French binding, marked with the crowned cyphers of the Medici, enclosing Giannotti's "La Repubblica di Vinegia" (Lyons, 1559), realised £630 at Messrs. Sotheby's.



Exaggeration was made for the gossip—who makes the best of it.

CONSIGNEES' NOTICE.

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From AMSTERDAM, ROTTERDAM, HAMBURG, GENOA, BREMEN and COLOMBO.
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"GOOSTKERR" having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the China-Provident Loan and Mortgage Co., Ltd. whence and/or from, the wharves delivery may be obtained. Goods not cleared by the 17th January, 1928, will be subject to rent. All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on the 16th January, 1928 at 10 a.m. by Goddard and Douglas. Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized. No Fire Insurance will be effected by the undersigned in any case whatsoever. Bills of Lading will be countersigned by.

JAVA-CHINA-JAPAN LIJN.
General Agents.
Hongkong, January 10, 1928.

OCEAN STEAM SHIP CO., LTD.

And CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer "HECTOR" From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 12th January. Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the optional extends. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period. No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th January will be subject to rent. All Claims against the Steamer must be presented to the undersigned on or before the 1st February or they will not be recognised. No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.
Hongkong, January, 12, 1928.

CHINA'S IMPORTS.

BRITAIN'S SHARE.

London, Jan. 13. Despite all China's internal troubles she is undoubtedly doing a very large import trade in cotton yarn and piecegoods of which Britain is not obtaining anything like her share, says the annual report of the China and Far Eastern section of the Manchester Chamber of Commerce. The report adds that this problem of ever increasing competition, particularly on the part of the Japanese exporters and local Chinese mills is engaging the attention specially of a strong committee, who are hopeful that by some form of combined effort they can stem the tide flowing against them. —*Reuter*.

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PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

S. S.	Tons	From Hongkong (about)	Destination
DEVANHA	8,155	21st Jan.	M'los, L'don, A'werp & Hull
MALWA	10,986	4th Feb.	Marseilles & London
KHYBER	9,114	18th Feb.	M'los, L'don, A'werp & Hull
NELLORE	6,853	25th Feb.	Marseilles & London
MACEDONIA	11,120	3rd Mar.	Marseilles & London
KHIVA	9,135	10th Mar.	Marseilles, L'don & A'werp
KASHMIR	8,985	17th Mar.	M'los, L'don, A'werp & Hull
KARMALA	9,128	24th Mar.	Marseilles & London
MANTUA	10,946	31st Mar.	Marseilles & London
KALYAN	9,144	7th Apr.	Marseilles, L'don & A'werp
MONGOLIA	16,504	14th Apr.	Marseilles & London
MOREA	10,953	28th Apr.	Marseilles & London
KASHGAR	9,005	12th May	Marseilles & London
MALWA	10,986	26th May	Marseilles & London
DEVANHA	8,155	9th June	Marseilles & London
MACEDONIA	11,120	23rd June	Marseilles & London

*Passengers to Singapore only. Limited accommodation available for 2nd class passengers from Hongkong to London.

†Passenger connections from Port Said for Passengers & Cargo to Constantinople, by the Smyrna and other Levant Ports by Steamers of the Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS

SAINTIA	7,754	28th Jan.	S'pore, Penang & Calcutta
TAKADA	6,949	12th Feb.	S'pore, Penang & Calcutta

B. I. Apar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	27 Jan. 1928.	Manila, Sandakan, Thura
TANDA	6,656	2nd Mar.	Island, Townsville, B'bane
ST. ALBANS	4,500	30th Mar.	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Illoilo, Cebu, Zamboanga, Tawau, Timor, Darwin, or other ports on routes as indicated on offers. Frequent connections from Australia with the following:—
The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Services of Steamers to London via the Cape.
The New Zealand Shipping Co's Steamers or Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

NELLORE	6,853	15 Jan. 5 p.m.	Shai, Moji, Kobe & Yoko
TAKADA	6,949	21st Jan.	Amoy, Moji, Kobe & Osaka
KHYBER	9,114	21st Jan.	Shai, Moji, Kobe & Yoko
KHIVA	9,135	3rd Feb.	Shanghai, Moji & Kobe
MACEDONIA	11,120	4th Feb.	Shai, Moji, Kobe & Yoko
TANDA	6,656	7th Feb.	Moji, Kobe, Osaka & Yoko
KARMALA	9,128	11th Feb.	Shai, Moji, Kobe & Yoko
NAGPORE	5,283	17th Feb.	Shai, Moji, Kobe & Yoko
KASHMIR	8,985	18th Feb.	Shai, Moji, Kobe & Yoko
KALYAN	9,144	18th Feb.	Shanghai, Moji & Kobe
MANTUA	10,946	2nd Mar.	Shai, Moji, Kobe & Yoko
ST. ALBANS	4,500	6th Mar.	Moji, Kobe, Osaka & Yoko
LAHORE	5,252	12th Mar.	Shai, Moji, Kobe & Yoko
MONGOLIA	16,504	17th Mar.	Shai, Moji, Kobe & Yoko
MOREA	10,953	30th Mar.	Shai, Moji, Kobe & Yoko
KASHGAR	9,005	13th Apr.	Shai, Moji, Kobe & Yoko
MALWA	10,986	27th Apr.	Shai, Moji, Kobe & Yoko
DEVANHA	8,155	11th May	Shai, Moji, Kobe & Yoko
MACEDONIA	11,120	25th May	Shai, Moji, Kobe & Yoko

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
JACK INNON, MACKENZIE & Co., Agents.
P. & O. Bldg., Connaught Rd., C.

BOSTON, NEW YORK & BALTIMORE.

JOIN SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD. AND)

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "CITY OF BEDFORD"	via Suez Canal	22nd Jan.
S.S. "CITY OF KIMBULEY"	via Suez Canal	20th Feb.
S.S. "LYCAON"	via Suez Canal	9th Mar.
S.S. "CITY OF DURHAM"	via Suez Canal	23rd Mar.
S.S. "RHESUS"	via Suez Canal	6th Apr.
S.S. "CITY OF DUNKIRK"	via Suez Canal	20th Apr.

*Steamers proceed via Suez Canal or Panama Canal at owners' option.
Subject to Change without notice.
For freight and particulars apply to:—
BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.
Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changle" & "Taiping"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS, VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.
SPECIAL RATE & MEET UP TO DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong ON OR ABOUT	Sails thence ON OR ABOUT
TAIPING	In Port	14th January
CHANGTE	7th February	14th February
TAIPING	16th March	16th March
CHANGTE	6th April	13th April

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36. Agents.

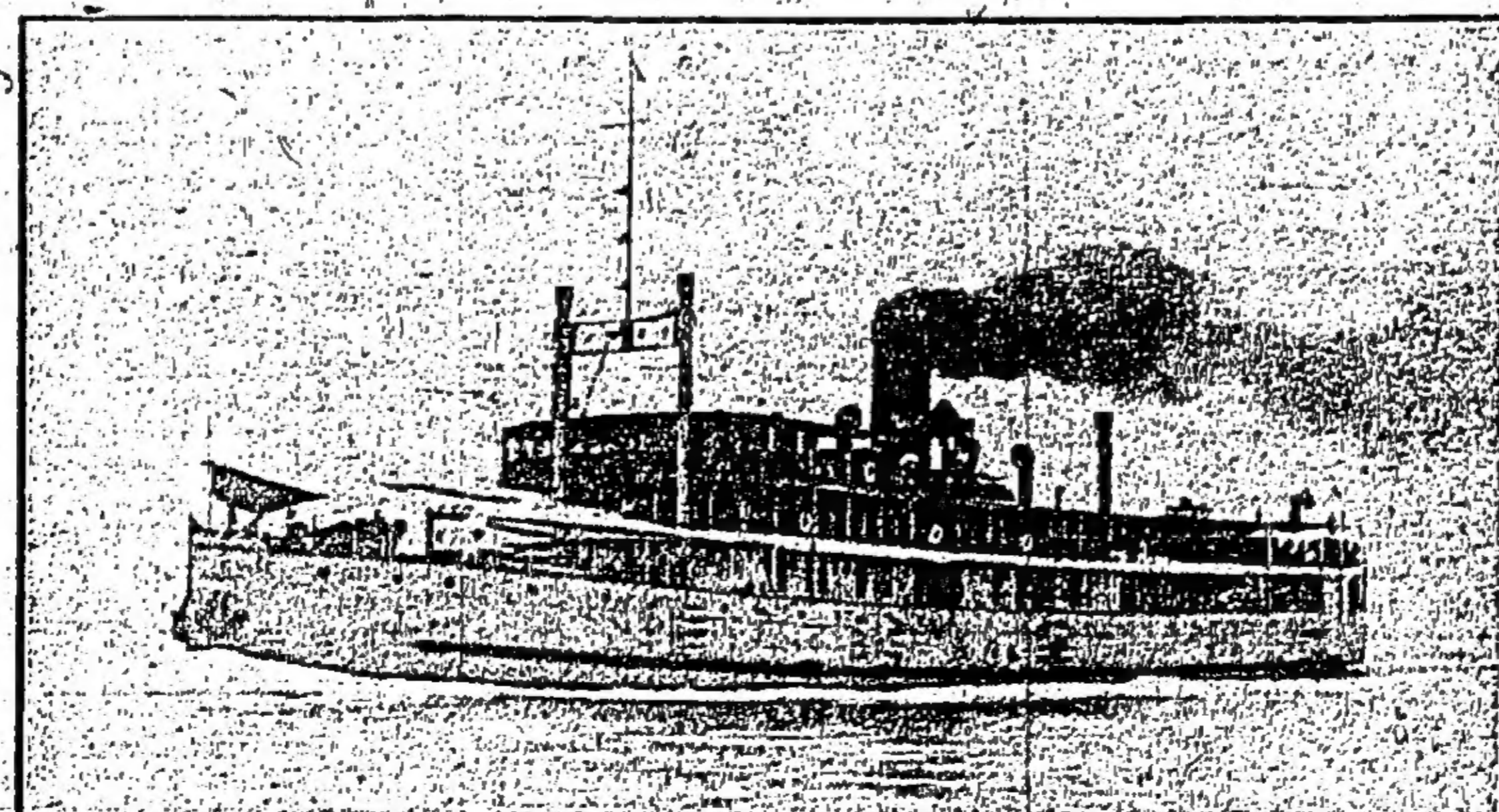
THE HONGKONG & WHAMPOA DOCK CO., LTD.

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Dock owners Ship Builders, Marine & Land Engineers, Boiler Makers & Iron Brass Founder, Force Masters, Electricians.



T. S. S. "SIANG WO."

Passenger & Cargo River Steamer, built and engine at Kowloon Dock, by the Hongkong and Whampoa Dock Co., Ltd., to the order of the Indo-China Steam Navigation Co., Ltd. for service on the Middle Yangtze, Hankow-Tchang.

Please address enquiries to the Chief Manager.

R. M. DYER, B. Sc., M.N.A., Kowloon Dock, Hongkong.

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HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL.
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."
HOTELS LIMITED.
In association with the Grand Hotel
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KING EDWARD HOTEL.

Most Modern and Central Hotel in the Colony, all Bed Rooms
newly renovated and installed with Box Spring Beds, Hot and
Cold Water, also Telephone.
Hotel launch meets all steamers.
(\$25 for thirty Tiffin Tickets can be had at the Office
of the above Hotel.)

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J. H. WITCHELL,
Manager.

HOTELS OF DISTINCTION



The Kowloon Hotel.

Kowloon.

The Premier Hotel in Kowloon with all modern conveniences. High Class Cuisine and Table Appointments. Wonderful view of the Harbour and Peak, and five minutes from the Ferry, Wharves and Railway Station. Representative meets all steamers.

Daily Rates from \$ 6.00.
Monthly Rates from \$130.00.

Under the Personal Supervision and attention of
MR. & MRS. H. J. WHITE.
Tel. No. K.608 & K.609.
Cables: "Kowtel." Kowloon.

PALACE HOTEL

Tel. Kowloon No. 8. Tel. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Electric Light and Fans throughout.
Entirely under English Management.
Every Room with Private Bath, Lounges, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE HOTEL

SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL. LTD.

Arthur E. Odell, Managing Director.

DR. JOHNSON'S PROOF SHEETS.

\$3,250 FOR A LINK WITH THE
DICTIONARY.

London, Dec. 1.

Proof sheets of the first edition
of Dr. Samuel Johnson's "Dic-
tionary of the English Language"
—published in 1755—were sold
for \$3,250 at Sotheby's auction
rooms yesterday.

They came from the library of
Keele Hall, Newcastle, Staffs,
formed by the late Rev. Walter
Sneyed. Mr. B. Maggs, of Con-
duit-street, was the purchaser.

The sheets, which do not, how-
ever, represent the whole dic-
tionary, are bound in three
volumes, and bear many un-
published corrections and addi-
tions in the handwriting of Dr.
Johnson and his assistants.

Hardly any of those alterations
seem to have been incorporated in
later editions. "This," said an
authority to a Daily Express repre-
sentative "points to the sheets
being final proofs submitted to
the author, which reached the

printers too late.
"Johnson's delay in dealing
with proofs was notorious, and
the exasperated printers prob-
ably went to press without waiting
for their return."

A particularly human remark
appears in Johnson's writing on
the back of a slip containing a
quotation from Charles I. illus-
trating the use of the word "as-
sert": it runs "Remember on
Monday to fetch in N and sort
it."

It is presumed that Dr. Johnson
jogged his memory successfully.

The health bulletin of Eastern
ports for the week ended Saturday,
January 7, issued by the Principal
Civil Medical Officer, contains the
following cases, the figures in
parenthesis indicating deaths:
Plague, Bassein (2), Rangoon (4),
Colombo 1 (1); Cholera, Calcutta
(27), Moulmein 1, Singapore 3 (5),
Bangkok 7 (8), Saigon 2 (1); Small-
pox, Bombay 4, Calcutta 9 (4),
Cochin 1, Karachi 1, Madras 11,
(4), Rangoon 23 (4), Tuticorin 1,
Vizagapatam 3, Bangkok 2 (1),
Saigon 1, Moji 1.

Printed and Published for the Proprietor by FREDERICK
FERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

INTERESTING HONGKONG WEDDING.



Group taken at the wedding, at St. John's Cathedral on Thursday, of Mr. F. H. Pentycross, of the Hongkong and Shanghai Bank, and Miss Una McLean Gubbins. (Photo: Mee Cheung).

CHINA YEAR BOOK.

COMPREHENSIVE REVIEW OF
UTMOST VALUE.

Covering a period of eighteen months up to the middle of last month when Marshal Chiang Kai-shek's influence brought about severance of relations between the Kuomintang and Soviet Russia, the China Year Book, 1928, which has just been published, is a valuable contribution to current literature on present-day China. In addition to the comprehensive summary which it contains of China's commercial, educational and financial activities. Many previous features of this publication, which is almost encyclopaedic in its scope, have either been totally eliminated, or ruthlessly summarized in order to allow for the inclusion of the latest news. This paper further states that since the move against the Communists commenced, all letters and telegrams which have been addressed to Madame Sun have been withheld from her by the Soviet authorities.

The report, however, does not indicate in any way that official news has been received from the Soviet Government upon which a deliberate judgment could be based, and it seems unlikely (says the Central China Post) that the Soviet would go out of their way to harm one who has been the greatest friend of their cause in this country. Madame's activity in Moscow, and hopes in the Communist breast are not yet so low that they are likely to go out of their way to alienate the sympathy of one who has worked so assiduously on their behalf.

IS MADAME SUN A PRISONER?

MOSCOW REPORT REACHES HANKOW.

ALL LETTERS WITHHELD.

Hankow, Jan. 5.
According to a special edition of the Kuo Pao which was circulated in the Wuhan cities yesterday afternoon, news has arrived from Moscow which is to the effect that Madame Sun Yatsen is being held a prisoner.

According to this paper since the anti-Bolshevik coup feeling in Moscow has been very bitter against the different members of the Kuomintang party who are resident there, chief among whom is Madame Sun, and the authorities are now bent on reprisals. This paper further states that since the move against the Communists commenced, all letters and telegrams which have been addressed to Madame Sun have been withheld from her by the Soviet authorities.

The report, however, does not indicate in any way that official news has been received from the Soviet Government upon which a deliberate judgment could be based, and it seems unlikely (says the Central China Post) that the Soviet would go out of their way to harm one who has been the greatest friend of their cause in this country. Madame's activity in Moscow, and hopes in the Communist breast are not yet so low that they are likely to go out of their way to alienate the sympathy of one who has worked so assiduously on their behalf.

AGAINST "REDS."

(Continued from Page 9.)

contributions, and joining in the processions, what are other privileges? None but sufferings!

"You must clearly understand that the idea of the Communists is solely to put everybody out of work and form the Reign of Terror, to render all powerless. Then they will get hold of the government and carry out their absolute Monarchy and put all opponents to death. The cruelty of their politics is obvious."

"The Garrison Headquarters, therefore, had to commence the Anti-Bolshevik raid at once in order to prevent future troubles. All those Communists now, in control of the Labour Unions have been very severely dealt with. So everyone who is likely to oppress the ignorant people, maltreat the workers, disturb peace, and stir up troubles will pay the penalty."

"Fellow-labourers! You should know that the Kuomintang is your real protector and shows benevolence to all people and love to all creatures. Now we are doing our best to reform your livelihood and better your conditions. So don't be fooled by the Communists again. Do your part in the campaign against the Reds!"

"This order shall come in force from the day of its promulgation. All those who force the workers to contribute money or maltreat them hereafter will be treated as Communists and be severely punished."

A FAMOUS CIGARETTE.

JUBILEE OF "THREE CASTLES."

An interesting anniversary is being celebrated this year in the fact that it is 50 years ago since the "Three Castles" brand of tobacco and cigarettes was first put upon the market by the famous firm of Messrs. W. D. and H. O. Wills. In 1878, when the brand was introduced to the public, cigarette smoking was in its infancy. The increasing popularity of "Three Castles" has been one of the wonders of the tobacco world, and is a tribute to the care used in selecting only the best Virginia tobacco leaf; care in the preparation of the leaf prior to manufacture; the making of the cigarette; and the care in packing.

"Three Castles" cigarettes and tobacco are to be found on the markets of every country in the world. Throughout the vast country of China this famous brand is distributed by the British-American Tobacco Co. (China), Ltd. From Kwangtung to Kansu or from Yunnan to Manchuria one will find "Three Castles" cigarettes in all the principal towns. The Chinese people have always considered "Three Castles" one of the premier brands in the cigarette world.

This long record of "Three Castles" is unique in the tobacco world and it is a tribute to the care with which Messrs. W. D. and H. O. Wills have kept up their reputation, for retaining their consumers by having always maintained the high quality of their products.

DIPLOMATIC SCAPEGOAT.

MR. HANIHARA REFUSES AN EMBASSY.

Tokyo, Dec. 7.
Mr. Hanihara, ex-Ambassador at Washington, who was confidently predicted as Ambassador to Belgium, succeeding Mr. Adachi, who will probably be sent to Paris, announces his definite refusal of the Belgian post and his determination to retire from the diplomatic service.

The Nichi Nichi Shimbun lauds Mr. Hanihara's decision and asserts Mr. Hanihara manfully shouldered blame for Washington's rebuff over his letter during the exclusion discussion at Washington. It says: "One of the gravest consequences of the Exclusion Bill is the loss of Mr. Hanihara to Japan's diplomatic service. Undoubtedly Hanihara was made a scapegoat."

Miss Ivy Inez Jared, of York-avenue, Great Crosby, was at Liverpool County Court awarded £100 damages, with costs, against her fiancé, Mr. Cyril E. Thomas, of Oxford-drive, Waterloo, for injuries received on September 17 when being driven by him in a motor-car. She stated that her face and throat were severely cut and she had scars that would be permanent. She was still engaged to Mr. Thomas.

FIRE! FIRE!

The alarm is sounded! A moment later the great fire engines are rushing through the city streets to the blazing building. Then comes the big thrill!

See the most exciting rescue in the greatest fire melodrama yet presented on the screen—an epic of the fire fighting services filmed with splendid realism!



MAY McAVOY & CHARLES RAY

The romance of a young fireman and a wealthy heiress. A charming love story told against an exciting background. A picture full of drama, comedy and thrills!

AT THE QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 and 9.20.

with JOAN CRAWFORD OWEN MOORE
The vivid story of a girl who leaves a sleepy Southern town to capture Broadway and what happens to her in the world of jazz.



AT THE WORLD FINAL SHOWINGS TO-DAY
Orchestra 5.15 & 9.20. Interpreter 2.30 & 7.15.

The romance of a Russian prince and a Parisian dancer—A drama of light reckless love!



Continuous from 2.30 to 8.30 only.
AT THE STAR FINAL SHOWINGS TO-DAY
At 9.15
THE GLOBE TROTTERS in "SCENES & SCREAMS"